

Appendix H Response to Comments

This page intentionally left blank.

H.1 Introduction

The responses to the comments received on the I-405 Improvement Project (I-5 to SR-55) Initial Study/Environmental Assessment (IS/EA) are organized as follows. The comments and responses are grouped by type of commenter. The types of commenters and unique identifiers are:

- State Government Comments (AC-S#) Section H.4
- Local Government Comments (AC-L#) – Sections H.5
- Business Organization Comments (AC-O#) – Section H.6
- Public Comments (PC-#) (received in writing via e-mail or other means except for comments received at a public hearing) – Section H.7
- Public Hearing Comments Cards (CC-#) received at a public hearing in writing - Section H.8.1
- Public Hearing Comments by court reporter transcript (TR-#) – Section H.8.2

Comments are presented in each section with responses following the comment letters. Table H-1 (Section H.3) identifies each of the groups and the commenters in that group. For example, the first group is State Government and the first commenter is the California Department of Fish and Wildlife (CDFW).

Each comment is given a unique identifier for the commenter, followed by a serial number for each comment made by the commenter. For example, the first comment of CDFW is AC-S1-1, with S1 being the unique identifier for CDFW and “-1” referring to CDFW’s first comment. The page number of the comment is provided in Table H-1, followed by the page number of the response.

The comment letters and e-mails are presented with the unique identifier of the commenter shown at the top of each page of the comment letter or e-mail. Each comment within the letter is bracketed and shows the serial number of the comment. For example, the CDFW letter shows CDFW’s unique identifier (S1) at the top of the page. The comment within CDFW’s letter is bracketed and identified with a serial number of 1.

H.2 I-405 Improvement Project IS/EA Common Responses

H.2.1 Common Response – Air Quality

Regulations

Several comments were received regarding air pollution. Some commenters have expressed a general belief that the proposed project would increase traffic-related air pollution, cause health

issues, and reduce their quality of life. The California Department of Transportation (Caltrans) has adopted Federal Highway Administration (FHWA) guidance for evaluating Mobile Source Air Toxics (MSAT) emissions. FHWA has indicated that quantitative analysis (i.e., dispersion modeling) cannot provide any meaningful comparison of alternatives and, in fact, may provide misleading information as to the current understanding of MSATs and the capabilities of current tools. As part of the development of the FHWA interim MSAT guidance, FHWA conducted a thorough review of the scientific information related to MSATs from transportation sources. As a result of that review, FHWA concluded that the available technical tools do not enable us to reliably estimate pollutant exposure concentrations or predict the project-specific health impacts of the emissions changes associated with transportation project alternatives; therefore, at this time, FHWA does not support dispersion modeling.

The FHWA Interim Guidance for MSAT Analysis indicates that available technical tools do not reliably predict the project-specific health impacts of the MSAT emission changes associated with project alternatives. Limitations of the tools include the following:

- Emissions: The tools available from the United States Environmental Protection Agency (EPA) and the California Air Resources Board (ARB) to estimate MSAT emissions from motor vehicles are not sensitive to key variables that determine emissions of MSATs in the context of highway projects.
- Dispersion: The tools to predict how MSATs disperse are also limited. The current EPA and California line-source regulatory models, such as CALINE3, CAL3QHC, and CALINE4, were developed and validated for the purpose of predicting episodic concentrations of carbon monoxide (CO) to determine compliance with the National Ambient Air Quality Standards (NAAQS). The performance of these dispersion models is adequate for predicting maximum concentrations that can occur over short time periods. Alternative dispersion models, such as EPA's AERMOD, were not developed for use with line sources, requiring adaptation and approximation of line emission sources such as roads. Along with these general limitations of dispersion models, FHWA is also faced with a lack of monitoring data in most areas for use in establishing project-specific MSAT background concentrations.

Findings

In opening year 2030, based on the methodology provided by FHWA, Alternative 2 is projected to generate the same level of emissions as the No Build Alternative (as shown in Table 2.2.6-5 within the IS/EA). These levels range between 0.1 and 4.0 pounds per day. During this same projection, Alternative 3 would generate levels of benzene, DPM (Diesel Particulate Matter), and formaldehyde that are by 0.1 pound per day higher than the No Build Alternative. Table 2.2.6-6 displays the 2050 projections of MSAT emissions, showing that both build alternatives would generate the same levels of emissions as the No Build Alternative.

H.2.2 Common Response – Health Risks

Regulations

Several comments were received regarding health risks. Some commenters have expressed a general belief that the proposed project would increase traffic-related air pollution and pose greater health risks. Caltrans has adopted FHWA guidance for evaluating MSAT emissions. FHWA has indicated that quantitative analysis (i.e., dispersion modeling) cannot provide any meaningful comparison of alternatives and, in fact, may provide misleading information as to the current understanding of MSATs and the capabilities of current tools. As part of the development of the FHWA interim MSAT guidance, FHWA conducted a thorough review of the scientific information related to MSATs from transportation sources. As a result of that review, FHWA concluded that the available technical tools do not enable us to reliably estimate pollutant exposure concentrations or predict the project-specific health impacts of the emissions changes associated with transportation project alternatives; therefore, at this time, FHWA does not support dispersion modeling.

The FHWA Interim Guidance for MSAT Analysis indicates that available technical tools do not reliably predict the project-specific health impacts of the MSAT emission changes associated with project alternatives. Limitations of the tools include the following:

- Emissions: The tools available from EPA and ARB to estimate MSAT emissions from motor vehicles are not sensitive to key variables that determine emissions of MSATs in the context of highway projects.
- Dispersion: The tools to predict how MSATs disperse are also limited. The current EPA and California line-source regulatory models, such as CALINE3, CAL3QHC, and CALINE4, were developed and validated for the purpose of predicting episodic concentrations of CO to determine compliance with the NAAQS. The performance of these dispersion models is adequate for predicting maximum concentrations that can occur over short time periods. Alternative dispersion models, such as EPA's AERMOD, were not developed for use with line sources, requiring adaptation and approximation of line emission sources such as roads. Along with these general limitations of dispersion models, FHWA is also faced with a lack of monitoring data in most areas for use in establishing project-specific MSAT background concentrations.
- Exposure Levels and Health Effects: Even if emission levels and concentrations of MSATs could be accurately predicted, shortcomings in current techniques for exposure assessment and risk analysis preclude the analysis from reaching meaningful conclusions about project-specific health impacts. Exposure assessments are difficult because it is difficult to accurately calculate annual concentrations of MSATs near roadways and to determine the portion of a year that people are actually exposed to those concentrations at a specific location. These difficulties are magnified for 70-year cancer assessments, particularly because unsupportable assumptions would have to be made regarding changes in travel

patterns and vehicle technology, which affects emissions rates, over a 70-year period. A worst-case analysis approach does not mitigate these concerns because it replaces uncertainty with assumptions that lead to risk estimates that almost certainly are far in excess of anything realistic.

Findings

In 2030, based on the methodology provided by FHWA, Alternative 2 would generate the same level of emissions as the No Build Alternative (as shown in Table 2.2.6-5 within the IS/EA). These levels range between 0.1 and 4.0 pounds per day. During this same projection, Alternative 3 would generate higher levels of benzene, DPM and formaldehyde than the No Build Alternative by 0.1 pound per day. A detailed Health Risk Assessment (HRA) was not completed and is not necessary because the build alternatives would reduce MSAT emissions in the study area.

H.2.3 Common Response – Property Values

Several comments were received regarding property values. Some commenters have expressed a general belief that the proposed project would result in decreased property values due to expansion of the freeway.

There are varied patterns in the effect of freeways on residential property values. Most studies recognize that freeway construction can produce conflicting influences on property values. They show both appreciation and loss in value for properties due to freeway construction. Some properties abutting the freeway or in very close proximity to it appear to suffer most of the adverse effects from the freeway, whereas net gain is shown in value in the general vicinity of the freeway due to increased accessibility.

Due to the variability in the potential project effects on property values, it is difficult to assess the potential effect of a transportation project on the values of individual properties. Six factors related to transportation projects may affect property values: accessibility, safety, noise, visual quality, community cohesion, and business productivity. For residential properties, only the first five factors are applicable. Changes in these factors may, but not necessarily would, result in a change in property values. Additionally, the degree to which a transportation project will affect property values depends in part on the location of the property (i.e., either adjacent to or in the vicinity of a project) and the land use (i.e., residential, commercial, or industrial). The analyses in the IS/EA indicate that the project build alternatives would not change access but would instead facilitate improved mobility through reduced congestion (Section 2.1.2.3), would not affect community character and cohesion (Section 2.1.4.1), would not decrease the performance or safety of the transportation facilities (Section 3.2.16), would result in changes in views of the area along I-405 (Section 2.1.7), and would result in noise impacts along the project segment of I-405 (Section 2.2.7). Avoidance, minimization, and mitigation measures

included in the project would address the effects of the build alternatives related to visual/aesthetics (Section 2.1.7.4) and noise (Section 2.2.7.4).

The environmental document does not specifically discuss property values as part of the California Environmental Quality Act (CEQA)/National Environmental Policy Act (NEPA) analysis. Real estate market prices are mainly based on comparative sales in the area. Many factors contribute to market values, including location, the neighborhood, current real estate sales in the area, school system, crime, taxes, government services, parks/recreational, and the features of the home. The project may have an effect on the property values, but it is not likely to be a major change because I-405 is an existing facility within Orange County. In addition, Caltrans has found no literature, studies, or evidence that property values decreased because a freeway was widened near a home. To the extent that a perceived decrease in property values or decline in quality of life would be caused by or result in degradation in the physical environment, the IS/EA discusses measures that will be adopted as conditions of project approval to mitigate environmental impacts. An Environmental Commitments Record has been provided in Appendix F of the IS/EA.

H.2.4 Common Response – Noise/Noise Analysis

Many of the comments received during the public review period for the IS/EA raised concerns regarding noise impacts as a result of the build alternatives. To address these comments, a single common response is provided regarding this issue, and subsequent responses refer to this common response. The following text provides a brief explanation of regulations and procedures used for the traffic noise impact analysis and recommendation of abatement measures.

Regulations

The *Noise Study Report* (NSR) prepared for the proposed project evaluated potential traffic noise impacts in accordance with the guidelines and requirements of CEQA and NEPA. The NSR was prepared between August 2015 and November 2016. Because the project is on a State highway facility, traffic noise impacts and noise abatement measures were evaluated for NEPA in accordance with FHWA's Title 23 *Code of Federal Regulations* (CFR) 772 regulations and the May 2011 *Caltrans' Traffic Noise Analysis Protocol* (Protocol). Under NEPA, traffic noise impacts occur when the future peak-hour noise equivalent continuous traffic noise level (L_{eq}) at frequent outdoor use areas approach within 1 decibel (dB) of the Noise Abatement Criteria (NAC) or the future predicted traffic noise levels exceed, by 12 dB or more, the existing traffic noise levels. An increase of 12 dB was considered substantial for this project.

Traffic Noise Prediction

FHWA's Traffic Noise Model (TNM 2.5) was utilized for the prediction of future traffic noise levels. Outdoor traffic noise measurements were conducted at representative locations

throughout the project study corridor to evaluate existing noise levels and to calibrate the TNM computer model. Specific measurement sites were chosen to be representative of receiver sites with similar topography, orientation to the highway, and exposure angles with respect to frequent outdoor use areas adjacent to I-405. Locations that are expected to receive the greatest traffic noise impacts, such as the first row of houses from I-405, are generally chosen; however, noise measurements at second-row residences were also conducted in several areas. Noise measurements were conducted at 15 representative locations, but future traffic noise levels were predicted at almost 180 receiver locations that represent frequent outdoor use areas along the project alignment.

Determination of Traffic Noise Impacts

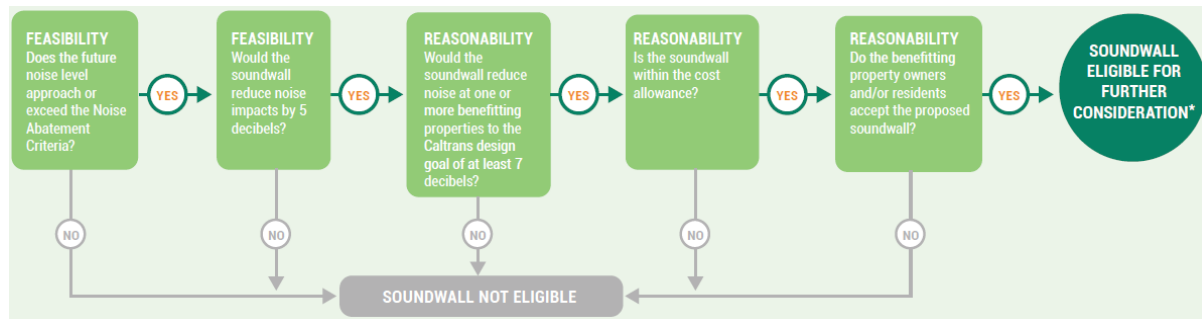
Frequent outdoor use areas of different land use within the project limits were identified through land use maps, aerial photography, and site inspection. NAC for different land uses are listed in Table 2.2.7-1 of the IS/EA, as well as the Protocol. These land uses include single- and multi-family residences, picnic areas, recreation areas, playgrounds, motels, hotels, schools, churches, libraries, and hospitals.

Traffic noise impacts are considered to occur at receiver locations where predicted design-year traffic noise levels are at least 12 dB greater than existing noise levels or where predicted design year traffic noise levels approach within 1dB of the NAC or exceed the NAC for applicable activity categories (see Table 2.2.7.1 of the IS/EA). Typically, a 12-dB increase is for projects where a new freeway is planned. Noise increase due to the proposed project is between 3 and 12 dBA (A-weighted decibels) as shown in the NSR.

Abatement Measures

Noise abatement measures must be considered where traffic noise impacts are identified. Abatement measures are recommended if they are considered feasible and reasonable as required by Title 23 CFR 772 and the Protocol. Soundwalls with heights ranging from 6 to 22 feet were considered at the freeway shoulders, on-/off-ramp shoulders, State right-of-way (ROW) line, or private property lines to provide abatement for frequent outdoor use areas with predicted traffic noise impacts.

The decision to determine if a soundwall is both feasible and reasonable is not only made by approaching or exceeding the NAC levels but by all five factors shown on the flowchart below.



According to the Protocol, abatement measures are considered acoustically feasible if a minimum noise reduction of 5 dB at the receiver locations is predicted with implementation of the abatement measures. The overall reasonableness of noise abatement is determined by (1) the noise reduction of the proposed barriers; (2) the cost of noise abatement; and (3) the viewpoint of the benefited property owners and residents.

Each noise barrier was evaluated for feasibility based on achievable noise reduction of 5 dB or more. In accordance with the regulations, the existing soundwalls could only be replaced by higher soundwalls if an additional 5-dB noise reduction can be achieved. Most of the time, increasing the height of a 10- or 12-foot-high soundwall to the maximum height would not provide an additional 5-dB noise reduction. This is the main reason why the heights of some existing soundwalls were not increased.

The Protocol defines the procedure for assessing reasonableness of noise barriers. The Caltrans acoustical design goal must be met for a noise barrier to be considered reasonable. The design goal is that a barrier must be predicted to provide at least 7.0 dB of noise reduction at one or more benefited receptors.

In addition, the estimated cost to build the noise barrier should be equal to or less than the total cost allowance of benefited receptors calculated for the barrier to be considered reasonable from a cost perspective. A cost-per-residence allowance is calculated for each benefited residence (i.e., residences that receive at least 5 dB of noise reduction from a noise barrier). The 2016 base allowance of \$80,000 is used for this project. Total allowances are calculated by multiplying the cost allowance-per-residence by the number of benefited residences.

Moreover, another factor used in determining whether a proposed noise abatement measure is reasonable includes residents' acceptance. For the noise barriers that are recommended to be built within the State's right-of-way (ROW), if more than 50 percent of the benefited residents oppose the abatement, the abatement will not be considered reasonable. For the noise barriers that are constructed on private property, 100 percent of owners of the property upon which the abatement is to be placed must support the proposed abatement. In case no response is received from a property owner after a reasonable number of attempts, a "No" vote will be considered for that owner and therefore the abatement will not be considered reasonable.

This page intentionally left blank.

H.3 Index of Comments Received

Table H-1. Comments Received during the IS/EA Comment Period

Comment Letter	Date Received	Name	Comment Page	Response Page
State Government				
AC-S1	12/13/2017	California Department of Fish and Wildlife	H-15	H-15
AC-S2	11/17/2017	Southern California Association of Governments	H-16	H-16
Local Government				
AC-L1	12/14/2017	Transportation Corridor Agencies	H-17	H-18
AC-L2	12/15/2017	City of Irvine	H-19	H-24
	<i>Public Comments received with the letter from City of Irvine on 12/15/2017</i>			
	11/26/2017	Paul Ciranna	H-20	H-25
	11/27/2017	Golrokh Khatibloo	H-20	H-26
	12/04/2017	Carol Tipper	H-21	H-26
	11/26/2017	Larry Abrose	H-21	H-26
	11/26/2017	Barbara Burton	H-21	H-26
	11/25/2017	Gordon and Angela Copley	H-21	H-27
	11/22/2017	Chris Haug	H-22	H-27
	11/24/2017	Jen and Tom Parzakonis and George Ross	H-22	H-27
	11/06/2017	Richard Young	H-24	H-27
AC-L3	12/15/2017	Orange County Public Works	H-28	H-29
AC-L4	12/14/2017	Irvine Unified School District	H-30	H-31
Business Organizations				
AC-O1	12/14/2017	Lennar Homes	H-32	H-34
Public Comments				
PC-1	12/12/2017	Bev Wolf	H-35	H-35
PC-3	11/17/2017	Jorge Cardenas	H-36	H-36
PC-4	11/16/2017	Kathy Osann	H-37	H-37
PC-5	12/15/2017	Woodbridge Season Maintenance Association	H-37	H-41
PC-6	11/26/2017	Barbra Burton	H-42	H-42
PC-7	11/21/2017	Chris Haug	H-43	H-43
PC-8	12/13/2017	Tu Family	H-43	H-44
PC-9	12/14/2017	David and Jane Olinger	H-44	H-44
PC-10	12/13/2017	Donna Hanson	H-45	H-45
PC-11	11/15/2017	Florin Tiru	H-45	H-45
PC-12	12/14/2017	Garo Agopian	H-46	H-46

Table H-1. Comments Received during the IS/EA Comment Period

Comment Letter	Date Received	Name	Comment Page	Response Page
PC-14	11/30/2017	Jan Rainbird	H-47	H-47
PC-15	12/14/2017	Judy and Scott Kramer	H-47	H-47
PC-16	11/15/2017	Lauren Chaverri	H-48	H-48
PC-17	12/12/2017	Karol Mundt	H-48	H-48
PC-18	12/15/2017	Phil Sheldon	H-49	H-49
PC-19	12/14/2017	Yumiko Miyake	H-49	H-49
PC-20	12/12/2017	Francis Cronin	H-50	H-50
PC-21	12/04/2017	Carol Tipper	H-50	H-51
PC-23	12/12/2017	Cindy Tatu	H-51	H-52
PC-24	12/13/2017	Gordon Copley	H-52	H-52
PC-25	11/24/2017	Jen and Tom Parzakonis	H-53	H-55
PC-26	12/13/2017	Judith Gass	H-55	H-55
PC-27	12/12/2017	Justine Loh	H-56	H-56
PC-28	11/26/2017	Lawrence Brose	H-56	H-56
PC-29	12/14/2017	The Hiller Family	H-57	H-57
PC-30	12/14/2017	Debbie Wadkins	H-57	H-57
PC-32	12/12/2017	Bill and Patricia Penzo	H-58	H-58
PC-34	12/12/2017	Deborah Barnum	H-59	H-59
PC-35	11/27/2017	Goli Khatibloo	H-60	H-60
PC-36	12/11/2017	Joanne Tatham	H-60	H-60
PC-37	11/25/2017	Gordon and Angela Copley	H-61	H-61
PC-38	12/14/2017	David Savin	H-61	H-62
PC-39	12/13/2017	Jim and April Mercer	H-62	H-62
PC-40	12/13/2017	Birgi Minetzke	H-63	H-63
PC-41	12/14/2017	Anne Liu	H-63	H-63
PC-42	12/13/2017	Carolyn Lundberg	H-64	H-69
PC-43	12/15/2017	Danielle Davies	H-70	H-70
PC-44	12/15/2017	Donna Aldrich	H-70	H-71
PC-45	11/27/2017	Doug Thiessen	H-71	H-72
PC-46	12/12/2017	Zack Daniel	H-72	H-73
PC-47	12/13/2017	Fay Sherman	H-73	H-73
PC-48	11/29/2017	Dr. Frances Collato	H-74	H-74
PC-49	12/08/2017	Halfdan Ross	H-75	H-75
PC-50	11/14/2017	Jackson	H-76	H-76

Table H-1. Comments Received during the IS/EA Comment Period

Comment Letter	Date Received	Name	Comment Page	Response Page
PC-51	12/14/2017	Jim Strasma	H-77	H-77
PC-54	11/16/2017	Kristin Currin-Sheehan	H-79	H-80
PC-55	11/15/2017	Maria Piperova	H-80	H-80
PC-56	11/22/2017	Mona and Ross Pinyan	H-81	H-81
PC-57	12/14/2017	Nancy Fisher	H-81	H-81
PC-58	12/13/2017	Pamela Wong	H-82	H-82
PC-59	12/11/2017	Pat Breansky	H-82	H-82
PC-60	12/10/2017	Peyton Reed	H-83	H-83
PC-61	12/13/2017	Philip Weinreich	H-83	H-84
PC-62	12/14/2017	Ralph Delcampo	H-84	H-84
PC-63	12/06/2017	Richard Young	H-85	H-85
PC-64	12/14/2017	Scott Kramer	H-86	H-86
PC-65	12/13/2017	Shareen Young	H-87	H-87
PC-66	12/09/2017	Sharon Toji	H-88	H-89
PC-67	11/19/2017	Susan Sayre	H-90	H-90
PC-68	11/21/2017	Susan Sayre	H-90	H-91
PC-69	12/12/2017	Vince Buck	H-91	H-91
PC-70	12/12/2017	Vince Buck	H-91	H-91
PC-71	12/14/2017	Woodbridge Seasons Maintenance Association	H-92	H-94
Public Hearing Comment Cards				
CC-1	12/05/2017	Ashley Cardenas	H-96	H-96
CC-2	12/05/2017	Tamara Pickens	H-97	H-97
CC-3	12/05/2017	Gordon Copley	H-98	H-98
CC-4	12/05/2017	Mark Sugars	H-99	H-99
CC-5	12/05/2017	Frank Wagoner	H-100	H-100
CC-6	12/05/2017	Kevin Ansel	H-101	H-101
CC-7	12/05/2017	David Chui	H-102	H-102
CC-8	12/05/2017	Stuart Wilbur	H-104	H-104
CC-9	12/05/2017	Jennifer Parzakonis	H-105	H-105
CC-10	12/05/2017	Susanna Simsarian	H-106	H-106
CC-11	12/05/2017	Kerry Berlin	H-107	H-107
CC-12	12/05/2017	Su Chen	H-108	H-108
CC-13	12/05/2017	Kristopher Fortin	H-109	H-109
CC-14	12/05/2017	Florin Tiru	H-110	H-110

Table H-1. Comments Received during the IS/EA Comment Period

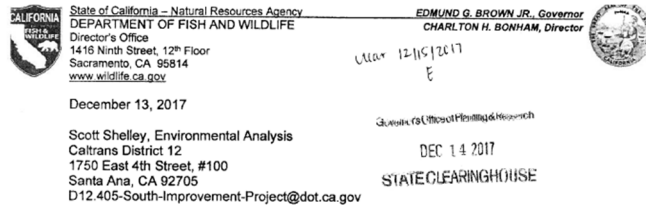
Comment Letter	Date Received	Name	Comment Page	Response Page
CC-15	12/05/2017	Jason Cahill	H-111	H-111
CC-16	12/05/2017	Tresa Oliveri	H-112	H-112
CC-17	12/05/2017	Keri Fujii	H-113	H-113
Public Hearing Court Reporter Transcripts				
TR-1	12/05/2017	Frank McGill	H-114	H-126
TR-2	12/05/2017	Carl and Lavon Mariz	H-115	H-126
TR-3	12/05/2017	Frances Collato	H-116	H-126
TR-4	12/05/2017	Mike Bruns	H-117	H-127
TR-5–9	12/05/2017	Fred Klein	H-117	H-127
TR-10	12/05/2017	Florin Tiru	H-118	H-127
TR-11	12/05/2017	John Loper	H-119	H-128
TR-12	12/05/2017	Carolyn Inmon	H-120	H-128
TR-13	12/05/2017	Donna Arbes	H-121	H-128
TR-14	12/05/2017	Joanne Tatham	H-122	H-128
TR-15	12/05/2017	Hossain Mansouri	H-123	H-128
TR-16	12/05/2017	Susan Sayre	H-123	H-129
TR-17	12/05/2017	Kerry Lynn Berlin	H-125	H-129
TR-18	12/05/2017	Mo Fatehi	H-125	H-129

Table H-2. Comments Received after the IS/EA Comment Period

Comment Letter	Date Received	Name	Comment Page	Response Page
Public Comments				
PC-2	12/27/2017	David Nguyen	H-35	H-35
PC-13	12/17/2017	Jamie Lucove	H-46	H-46
PC-22	12/17/2017	Carolyn Owuor	H-51	H-51
PC-31	12/26/2017	Melissa Giffin	H-58	H-58
PC-33	12/16/2017	Davi Loren	H-59	H-59
PC-52	12/21/2017	Jason Milligan	H-77	H-78
PC-53	12/25/2017	Kathryn Weber	H-79	H-79

H.4 State Government Comments

Comment Letter AC-S1



Response to Comment Letter AC-S1 (California Department of Fish and Wildlife)

Comment AC-S1-1

California Department of Fish and Wildlife's concurrence of the IS/EA has been documented for the public record.

Comment Letter AC-S2**Shelley, Scott@DOT**

From: Dylan Lawrence <lawrenced@scag.ca.gov>
Sent: Friday, November 17, 2017 2:06 PM
To: D12.405-South-Improvement-Project@DOT
Subject: MND/FONSI

Hello,

I recently reviewed the public notice for this project and was wondering why it was subject to review under both CEQA and NEPA? Could you briefly explain?

Thank you,
Dylan Lawrence



Dylan Lawrence
Intern, Compliance and Performance Monitoring
Tel: (213) 2361927
lawrenced@scag.ca.gov

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
818 West 7th Street, 12th Floor, Los Angeles, CA 90017
f t in

**Response to Comment Letter AC-S2
(Southern California Association of Governments)****Comment AC-S2-1**

Because the proposed project is funded using state and federal funding, both CEQA and NEPA compliance will need to be met to obtain such funds.

1

H.5 Local Government Comments

Comment Letter AC-L1

San Joaquin Hills
Transportation
Corridor Agency

Vice Chairman:
Melody Canuth
Laguna Hills



Foothill/Eastern
Transportation
Corridor Agency

Chairman:
Ed Soaks
Mission Viejo

December 14, 2017
Via E-mail to: D12.405-South-Improvement-Project@dot.ca.gov

Scott Shelley
Caltrans District 12
Division of Environmental Analysis
1750 E 4th Street, Suite 100
Santa Ana, CA 92705

Subject: Notice of Intent to Adopt a Mitigated Negative Declaration/Finding of No Significant Impact
for the Interstate 405 Improvement Project from Interstate 5 to State Route 55

Dear Mr. Shelley:

The Transportation Corridor Agencies (TCA) has reviewed, and is pleased to submit these comments on the Notice of Intent to Adopt a Mitigated Negative Declaration (MND)/Finding of No Significant Impact (FONSI) for the Interstate 405 Improvement Project from Interstate 5 to State Route (SR) 55 in the City of Irvine (City). The MND/FONSI describes two Build Alternatives that would increase capacity and ease merging operations by adding one or two general-purpose lanes in the northbound and southbound directions. Both Build Alternatives also propose the realignment of ramps, changing the existing limited carpool lane access to continuous access, as well as numerous other operational improvements. Development of the proposed Project would require approvals from various agencies, including, but not limited to, grading and encroachment permits.

TCA understands that the MND/FONSI prepared by the California Department of Transportation (Caltrans) and the Orange County Transportation Authority (OCTA) states that the studies show the project will not have significant effects on the quality of the environment. However, TCA is submitting the following comments and requests that this information be addressed in the MND/FONSI and its corresponding studies.

1. TCA requests a more thorough analysis of the construction impacts on the SR-133 Toll Road due to the reconstruction of the SR-133 and I-405 interchange, including traffic impacts and toll and revenue implications. This includes impacts related to the reconstruction of the southbound SR-133 to northbound I-405 connector and the southbound I-405 to northbound SR-133 connector. } 1
2. The report is silent regarding the incomplete interchange of the SR-133 and I-405, where there is not a direct connection from northbound I-405 to the northbound SR-133. With a project of this magnitude, TCA requests that the need for that movement be analyzed and considered. } 2
3. TCA would like to request that we be notified in advance of any potential lane or ramp closures, or detours to and from The Toll Roads (SR 73, 133, 241, 261). Please send these notifications to Dave Lowe, Chief Engineer at dlowe@thetollroads.com or he may be reached at (949) 754-3488. } 3

125 Pacifica, Suite 100, Irvine, CA 92618-3304 • (949) 754-3400 Fax (949) 754-3467

Members: Aliso Viejo • Anaheim • Costa Mesa • County of Orange • Dana Point • Irvine • Laguna Hills • Laguna Niguel • Laguna Woods • Lake Forest
Mission Viejo • Newport Beach • Orange • Rancho Santa Margarita • Santa Ana • San Clemente • San Juan Capistrano • Tustin • Yorba Linda

Comment Letter AC-L1 (Continued)

Mr. Scott Shelley
December 14, 2017
Page 2 of 2

4. Any future tollway-related improvements need to be consistent with the TCA's approved environmental documents and with the Cooperative Agreements between the TCA and Caltrans. Any change to the Corridors, existing documents, or agreements is subject to TCA Board approval. } 4
5. Construction impacts to The Toll Roads and adjacent facilities will directly impact our customers and must be kept to a minimum and agreed to by F/ETCA and SJHTCA. Provisions must be included for temporary toll road lane reconfigurations to allow traffic to continue on these facilities without any detour from our system. Reimbursement to the F/ETCA and SJHTCA for lost revenue (both from direct construction impact as well as recovery periods and based on historical data) needs to be accounted for by the Project Sponsor for any minimal closures that cannot ultimately be avoided. } 5
6. The TCA would like to review any future documents related to the proposed project and requests continued coordination on projects near the Toll Roads. } 6

As such, TCA requests to be kept on the Project distribution list and looks forward to receiving all future notices, the MND/FONSI, along with any other forthcoming documentation for the Project. TCA appreciates the opportunity to provide input to your planning process. If you have questions or require additional information, please do not hesitate to contact me at (949)754-3475 or via email (vmcfall@thetollroads.com).

Sincerely,

TRANSPORTATION CORRIDOR AGENCIES

A handwritten signature in cursive script, reading "Valarie McFall".

Valarie McFall
Chief Environmental Planning Officer

**Response to Comment Letter AC-L1
(Transportation Corridor Agencies)****Comment AC-L1-1**

Construction of this project will not have a direct impact on the Transportation Corridor Agencies (TCA) toll road facilities. The project is proposed to be constructed without any long-term closures of the connector ramps at State Route (SR) 133. It is proposed that all existing connectors and lanes will be maintained except for intermittent short-term night-time closures for lane shifts. Detailed stage construction plans will be prepared during the final design phase.

Comment AC-L1-2

A new connector from northbound I-405 to northbound SR-133 was not studied as part of this project because it does not address the purpose and need of the project.

Comment AC-L1-3

The commenter's request has been added to the public record and forwarded to the project sponsor (Orange County Transportation Authority [OCTA]). OCTA will continue to coordinate with TCA directly, and TCA will be included in e-mail blasts sent to the public.

Comment AC-L1-4

This project is not proposing any tollway-related improvements.

Comment AC-L1-5

As noted in Response to Comment AC-L1-1, construction of this project will not have a direct impact on the TCA toll road facilities. It is anticipated that all existing connectors and lanes will be maintained during construction except for intermittent short-term night-time closures for lane shifts. OCTA will coordinate the closures and related detours with TCA during the final design phase.

Comment AC-L1-6

The commenter's request has been added to the public record and forwarded to the project sponsor (Orange County Transportation Authority [OCTA]). OCTA will continue to coordinate with TCA directly, and TCA will be included in e-mail blasts sent to the public.

Comment Letter AC-L2

From: David Steinkraus
To: D12.405-South-Improvement-Project@DOT
Cc: Kerwin Lau; Justin Equina; Bill Jacobs
Subject: Interagency MND for I-405
Date: Friday, December 15, 2017 11:11:58 AM
Attachments: SHELLEY, Interagency MND for I-405 2017 12 15.pdf

Mr Shelley,

Staff completed its review of the subject project. Please see the attached letter and enclosures. I will be placing the attached I the mail shortly.

Sincerely,

David Steinkraus
Administrative Secretary
Community Development
1 Civic Center Plaza
City of Irvine, CA 92606
949-724-6401
dsteinkraus@cityofirvine.org



Community Development
1 Civic Center Plaza, Irvine, CA 92606-5208

cityofirvine.org
949-724-6000

December 15, 2017


Mr. Scott Shelley
Cal Trans District 12
Division of Environmental Analysis
1750 E 4th Street, Suite 100
Santa Ana, CA 92705

Subject: Notice of Intent to Adopt a Mitigated Negative Declaration/Finding of No Significant Impact for the I-405 Improvement Project from I-5 to SR-55

Dear Mr. Shelley,

Thank you for the opportunity to review the Mitigated Negative Declaration for the I-405 Improvement Project from the I-5 to SR-55. Staff completed its review and has provided the enclosed comments. If you have any questions, please contact me at 949-724-6521 or by email at bjacobs@cityofirvine.org.

Sincerely,


Bill Jacobs, AICP CEP
Principal Planner

Enclosure 1: Staff Comments
Enclosure 2: Resident letters

ec: Kerwin Lau, Manager of Planning Services
Justin Equina, Associate Planner
D12.405-South-Improvement-Project@dot.ca.gov

Comment Letter AC-L2 (Continued)

Enclosure 1
City of Irvine Comments for the
I-405 Improvement Project from I-5 to SR-55

1. The City of Irvine has received correspondence from residents regarding the project (attached). We ask that you consider the issues they have raised and make these comments part of the official record. } 1
2. The Air Quality section notes that the project location is in a non-attainment area for various criteria pollutants, including Ozone, PM2.5 and PM10 at the state and/or federal level. While the Air Quality section notes that a PM hot-spot analysis is not required based on the EPA's Transportation Conformity Guidance, the fact that the project is contributing to an existing significant air quality non-attainment condition, the project is therefore increasing the severity of the impact. CEQA requires such conditions to be analyzed in an Environmental Report rather than a Mitigated Negative Declaration. } 1
3. The Noise section does not adequately depict the expected impacts of the proposed project within the study area. While there is discussion of noise levels at receptor locations and a separate discussion of changes from the project, there is no direct comparison of the change to the stated impact thresholds, nor is the specific distance from the noise source clearly depicted. This section should provide graphics outlining existing baseline noise contours, revised contours based on the project, and final contours with noise mitigation in place. } 2
4. The Noise section references Caltrans' Traffic Noise Analysis Protocol, which outlines financial criteria for the reasonableness of noise barriers. While such criteria may be suitable under NEPA, it should not be used as a basis under CEQA unless it constitutes the basis for rejecting an environmentally superior alternative. } 3
5. Page 2.2.7-79 of the Noise section states the following:

"The preliminary noise abatement decision presented in this report is based on preliminary project alignments and profiles, which may be subject to change. As such, the physical characteristics of noise abatement described herein also may be subject to change. If pertinent parameters change substantially during the final project design, the preliminary noise abatement decision may be changed or eliminated from the final project design. A final decision to construct noise abatement will be made upon completion of the project design."

This statement indicates that required noise mitigation identified in the MND/FONSI may not be constructed if it is determined to be infeasible based on the outcome of a later design phase. CEQA Guidelines Section 15162 requires subsequent environmental review if any of the mitigation measures are changed. } 4

Comment Letter AC-L2 (Continued)

6. Page 2.4-24 (Section 2.4.6- Avoidance, Minimization, and/or Mitigation Measures states the following:

"Mitigation for a cumulative impact is often beyond the jurisdiction of FHWA and Caltrans. Successful mitigation measures might require actions by local or regional agencies that have authority for making land use decisions. Therefore, disclosure of mitigation for cumulative impacts is not based on or limited to specific mitigation measures that can be implemented by the lead agency for the proposed project."

5

CEQA Guidelines Section 15093 requires that all impacts be identified, regardless of jurisdiction. If the lead agency has no authority over implementation of a mitigation measure, it should identify the impact as unavoidable and adopt a statement of Overriding Considerations within the scope of an EIR.

7. Implement striping and signage modifications along Irvine Center Drive to allow for Class II bike lanes during the nine month closure of the San Diego Creek Trail southern crossing (at I-405 between Irvine Center Drive and SR-133). The proposed striping and signage will direct bicyclists to the path of travel through the interchange, which will minimize bicyclists from exposure to motorists and alert motorists of bicyclist activity.

6

The detour routes for the San Diego Creek Trail Southern Crossing have been identified along Irvine Center Drive, Pacifica, and Spectrum. However, in its existing condition, bike lanes are only provided on Pacifica. Irvine Center Drive has several points of conflict with controlled and uncontrolled freeway access points. Therefore, it is encouraged that the project team seek opportunities during the design phase to implement striping and signage modifications along Irvine Center Drive and to also consider minimizing the duration of the closure during construction.

8. Clarify if there are any temporary construction easements required from the City of Irvine residents and business for Alternatives 2 & 3 (Build).
9. Provide a Mitigation Monitoring and Reporting Program as required by CEQA Guidelines Section 15074(d).

8

10. Please keep the City of Irvine informed about the status of the project (i.e., chosen alternative, design and construction schedule) as it moves forward, so that we can update our traffic forecasting model (ITAM) to accurately reflect the proposed project and phasing.

9

Comment Letter AC-L2 (Continued)

Valarie Burlingame

Subject: FW: Widening of 405 between Culver and Jeffrey

From: Paul Ciranna <ciranna@cox.net>

Date: November 26, 2017 at 4:11:38 PM PST

To: <donaldwagner@cityofirvine.org>, <lynnshott@cityofirvine.org>, <melissafox@cityofirvine.org>,<jeffreylalloway@cityofirvine.org>, <christinashea@cityofirvine.org>

Subject: Widening of 405 between Culver and Jeffrey

Dear Mayor and Council Members,
I have been informed that the widening of the 405 Freeway between Culver and Jeffrey will increase the traffic noise 24 hours a day for 7 days a week. Not only is it unhealthy for those of us who live close to the 405 Freeway, but it will also be unhealthy for the children at the Rancho San Joaquin Middle School. A higher wall will not only block the noise but would reduce the exhaust fumes that will affect the children during outdoor activities. Please do what you can to increase the height of the wall.
Thank you.
Paul Ciranna

10

Valarie Burlingame

Subject: FW: 405 widening

From: Golrokh Khatibloo <gol3@cox.net>

Date: November 27, 2017 at 10:19:59 PM PST

To: <D12.405-South-Improvement-Project@dot.ca.gov>

Cc: <donaldwagner@cityofirvine.org>, <lynnshott@cityofirvine.org>, <melissafox@cityofirvine.org>, <jeffreylalloway@cityofirvine.org>, <christinashea@cityofirvine.org>, <iragasky@iustd.org>, <sharonwallin@iustd.org>, <paulbokota@iustd.org>, <laurenbrooks@iustd.org>, <bettycarroll@iustd.org>, <todd.spitzer@ocgov.com>

Subject: 405 widening

To: California Department of Transportation, District 12, Irvine City Council members, and Irvine Unified School District Board of Education

My husband and I chose to live in University Park 18 years ago because of the relative peace and quiet, as well as the quality of life it has to offer. The widening of the 405 freeway will impact noise levels and reduce the level and quality of life to which we have become accustomed. Property values will decrease, and good, hard working people will suffer financially, mentally, emotionally, and socially.

11

Increasing the number of lanes on the 405 freeway, Segment 4 (Culver to University), will bring increased noise to University Park. Lack of noise abatement along the entire length of southbound Segment 4 will bring about health problems and decrease the quality of life in Irvine's first village. It is important for the quality of life that noise abatement be included in your plans.

12

Please seriously consider including noise abatement for the entire length of the southbound side of Segment 4 in your plans. Thank you for your time.

Regards,
Goli Khatibloo
Registered Persian Interpreter #700529
(949) 394-1452

Comment Letter AC-L2 (Continued)

Valarie Burlingame

Subject: FW: Sound wall

From: Carol Tipper <ctipper2@icloud.com>
Date: December 4, 2017 at 5:25:54 PM PST
To: <donaIdwagner@cityofirvine.org>
Subject: Sound wall

Dear Mayor Wagner,

I have a request for our health, safety and comfort.

I live in University Park in Irvine. I understand that the 405 freeway that runs adjacent to our neighborhood and also Rancho Intermediate School is scheduled to be widened. The wider freeway will increase noise and pollution in our neighborhood and school.

There is currently a 14 foot soundwall as a barrier for the noise and pollution. That will not be enough to protect our neighborhood from the increased noise and pollution.

Please increase the soundwall height to 18 feet between the 405 freeway and University Park. That is what we need to protect our health, safety and comfort.

Thank You.

Carol Tipper
ctipper@cox.net
ctipper2@icloud.com

My cox.net email is now being forwarded to the iCloud.com email.
You can use either email and I will get it.

Valarie Burlingame

Subject: FW: Adding two feet to sound wall

From: <larryabrose@gmail.com>
Date: November 26, 2017 at 9:08:50 AM PST
To: "donaIdwagner@cityofirvine.org" <donaIdwagner@cityofirvine.org>
Subject: Adding two feet to sound wall

Dear Mayor Wagner. As 25 year residents living within 500 feet of the 405 freeway my wife and I encourage you to fight for the addition of more 2 feet added onto the existing 405 freeway sound wall Section 4. The freeway is noisy enough now. Thank you, Lawrence Brose 17 Almond Tree Ln.

Sent from Mail for Windows 10

 Virus-free. www.avg.com

13

14

Comment Letter AC-L2 (Continued)

Valarie Burlingame

Subject: FW: Noise Abatement for southbound 405 Segment 4

From: Barbara Burton <barbaraannburton@gmail.com>
Date: November 26, 2017 at 5:37:34 PM PST
To: <donaIdwagner@cityofirvine.org>
Subject: Noise Abatement for southbound 405 Segment 4

Mr Wagner,

I am asking that you encourage serious noise abatement for the entire length of southbound Segment 4 in the plans for widening the 405 freeway.

Without noise abatement the quality of life in University Park, where I have lived since 1971, will be seriously jeopardized. Please insist on the inclusion of noise abatement for the entire length in the plans.

Thank you,

Barbara Burton
52 Sequoia Tree Ln
Irvine 92612

Valarie Burlingame

Subject: FW: Noise Abatement Associated with Expanded 405 Freeway

From: <copley3@cox.net>
Date: November 25, 2017 at 11:15:02 AM PST
To: <donaIdwagner@cityofirvine.org>
Subject: Noise Abatement Associated with Expanded 405 Freeway

Dear Mayor Wagner,

Please consider an increase in height of the Noise Abatement Wall along the 405 Freeway between Culver and Jeffrey Road in University Park associated with the freeway expansion. As a resident, we appreciate the leadership on the expanded freeway, but fear that without a corresponding adjustment to the noise abatement wall this project will have a significant negative effect on the community. Without the corresponding expansion of the noise abatement wall, we anticipate some significant impact to the community such as:

1. Reduction in home values
2. Increase airborne materials that could impact residents with COPD or asthma conditions
3. Increased dirt and debris
4. Significant increase in what is already a relatively noisy neighborhood due to the freeway traffic

We believe that the extension of the noise abatement wall is simply and completion of the freeway expansion to maintain the neighborhood in the same general condition prior to the freeway enhancement. We appreciate your leadership and please consider our request. If you have any questions or comments, please let us know.

Thank you,
Gordon & Angela Copley
15 Cypress Tree Lane
Irvine, CA 92612

15

16

Comment Letter AC-L2 (Continued)

Valarie Burlingame

Subject: FW: I-405 South Improvement Project: comment period

From: Chris Haug [mailto:chrisyh@cox.net]
 Sent: Wednesday, November 22, 2017 10:42 AM
 To: DonaldWagnerWeb
 Subject: I-405 South Improvement Project: comment period

Dear Mayor Wagner,

I am writing about the I-405 South Improvement Project, I am concerned that the current plans for noise abatement along southbound side of Segment 4 (the southbound side of 405 between University Drive and Culver Drive) will not adequately reduce increased noise levels that would result from the Alt 2 or Alt 3 scenarios.

My concern stems from my reading the Noise Study Report and the Noise Abatement Decision Report, both available on the project website at www.dot.ca.gov/d12/DEA/405/0K710. The two report files are very large in Megabytes, so could not attach and email them.

Specifically, on p.48 of the Noise Study Report the author reports that many locations along the entire length of the southbound side of Segment 4 will approach or exceed noise abatement criteria and recommends additional noise abatement for the southbound side of Segment 4 be considered by the project. Here is the excerpt:

7.2.1.4. SEGMENT 4 – JEFFREY ROAD/UNIVERSITY DRIVE TO CULVER ROAD
 Existing traffic noise levels in Segment 4 range from 58.6 to 73.7 dBA for Receptors R4.1 through R4.53. The future predicted traffic noise levels in Segment 4 ranged from 59.6 to 74.7 dBA. Traffic noise would approach or exceed the NAC for Activity Category B at 59 receptors representing 15 single-family residences, 80 multi-family residences, and four residential recreation outdoor use areas. The track and field / playing field area of the Rancho San Joaquin Middle School would also exceed the NAC for Activity Category C and would be considered impacted by traffic noise. Although there are several existing soundwalls within Segment 4, predicted future peak hour traffic noise would approach or exceed the NAC at many locations; therefore, consideration of additional noise abatement is required. Table B-4 in Appendix B shows the existing and future noise levels for Segment 4 with Alternative 2.

However, on p. 26 in the Noise Abatement Decision Report, the proposal is to only add noise abatement to a small length of the southbound side of Segment 4, starting from University Drive along the southbound side of the University Drive off-ramp for 660 feet. (See p. 119 for a drawing of the proposal). The project currently appears to not address anticipated noise increases approaching or exceeding the noise abatement criteria, approximately estimated at a 5 dBA noise increase at peak hours.

I am kindly asking you to contact the Associate Environmental Planner at CalDOT Scott Shelley to request that the concerns reported in the Noise Study Report for the southbound side of Segment 4 be addressed by adding additional noise abatement as part of the I-405 South Improvement Project. This will protect the quality of life for Irvine residents and middle school students (Rancho San Joaquin) from increased noise levels resulting from Alt 2 or Alt 3.

Below is the contact information:

Please submit your comments in writing no later than 5 pm, December 15, 2017 to Scott Shelley, Associate Environmental Planner, California Department of Transportation, District 12, Division of Environmental Analysis, 1750 East 4th Street, Santa Ana, CA 92705 or via e-mail to: D12.405-South-Improvement-Project@dot.ca.gov

Thank you Mayor Wagner for your review of this matter, and I hope you will take steps to modify the Noise Abatement Decision Report to include noise abatement along the entire length of southbound side of Segment 4.

Respectfully,

Chris Haug
 28 Redwood Tree Lane
 Irvine, CA 92612

17

Comment Letter AC-L2 (Continued)

Valarie Burlingame

Subject: FW: Request - Add additional noise abatement to Segment 4

From: Jennifer Parzakonis <jen.parzakonis@gmail.com>
 Date: November 24, 2017 at 7:33:21 PM PST
 To: <D12.405-South-Improvement-Project@dot.ca.gov>, <donauld.wagner@cityofirvine.org>, <lynnshott@cityofirvine.org>, <jeffrey.valloway@cityofirvine.org>, <christinashea@cityofirvine.org>, <iragasky@iusd.org>, <sharonwallin@iusd.org>, <paulbokota@iusd.org>, <laurenbrooks@iusd.org>, <bettycarroll@iusd.org>, <Todd.Spitzer@ocgov.com>
 Cc: Tom Parzakonis <tomparzakonis@gmail.com>
 Subject: Request - Add additional noise abatement to Segment 4

Hello...

We are writing to express our concerns surrounding the increase in noise levels due to the freeway expansion by our home. We own a home at 6 Almond Tree LN, Irvine, CA 92612. Our request is you add additional noise abatement to the entire length of the southbound side of Segment 4. We agree with everything in the email below from our HOA regarding these changes and hope you will hear our concerns. The sound levels and pollution will greatly diminish our quality of life with our 2 small children. As it is the freeway sounds are already too loud and we can only imagine the increased noise pollution from the extra lanes to come.

18

Kind Regards,

Jen and Tom Parzakonis

(949) 784-9364

----- Forwarded message -----

From: George Ross <george@vpca.net>
 Date: Wed, Nov 22, 2017 at 3:56 PM
 Subject: Village Park Community Association eMail Bulletin
 To: Tom Parzakonis <tomparzakonis@gmail.com>

*A message from VPCA**Raise the Sound Wall!*

The widening of the 405 is happening and will increase the noise in University Park.

18 CONT.

class

Comment Letter AC-L2 (Continued)

Raise the Sound Wall!



The widening of the 405 is happening and will increase the noise in University Park.

Making the wall taller will minimize the effect of the extra lane on noise and other pollutions.

The present wall is 14 feet . Increasing it to 16 - 18 feet will help.

One issue you might find important enough to engage yourself with is that the current plans for noise abatement along southbound side of Segment 4 (the southbound side of 405 between University Drive and Culver Drive) will not adequately reduce increased noise levels that would result from the Alt 2 or Alt 3 scenarios.

This stems from reading the [Noise Study Report](#) and the [Noise Abatement Decision Report](#), both available on the project website at www.dot.ca.gov/d12/DEA/405/OK710. The two report files are very large in Megabytes so they cannot be shared via email easily.

Specifically, on p.64 of the .pdf (p. 48 in the footer) of the [Noise Study Report](#) the author reports that many locations along the entire length of the southbound side of Segment 4 will approach or exceed noise abatement criteria and recommends additional noise abatement for the southbound side of Segment 4 be considered by the project. Here is the excerpt:

18 CONT.

Comment Letter AC-L2 (Continued)

7.2.1.4. SEGMENT 4 – JEFFREY ROAD/UNIVERSITY DRIVE TO CULVER ROAD

Existing traffic noise levels in Segment 4 range from 58.6 to 73.7 dBA for Receptors R4.1 through R4.53. The future predicted traffic noise levels in Segment 4 ranged from 59.6 to 74.7 dBA. Traffic noise would approach or exceed the NAC for Activity Category B at 59 receptors representing 15 single-family residences, 80 multi-family residences, and four residential recreation outdoor use areas. The track and field / playing field area of the Rancho San Joaquin Middle School would also exceed the NAC for Activity Category C and would be considered impacted by traffic noise.

Although there are several existing soundwalls within Segment 4, predicted future peak hour traffic noise would approach or exceed the NAC at many locations; therefore, consideration of additional noise abatement is required. Table B-4 in Appendix B shows the existing and future noise levels for Segment 4 with Alternative 2.

However, on p. 34 and p. 38 of the .pdf (p. 26 and p. 30 in the footer) in the [Noise Abatement Decision Report](#), the proposal is to only add noise abatement to a small length of the southbound side of Segment 4, starting from University Drive along the southbound side of the University Drive off-ramp for 660 feet. (See p. 119 of the .pdf for a drawing of the proposal). Even though there is an existing 14 foot sound wall along this segment, it is not enough to overcome the anticipated noise increases which the noise study says would approach or exceed the noise abatement criteria.

Please take a moment to review the environmental documents located on the project website and seriously consider submitting written comments during the public comment period. The website seems to work better using Internet Explorer browser. If you do decide to comment and agree with the position of this email, make sure you identify that you are commenting on the need to add additional noise abatement to the entire length of the southbound side of Segment 4.

Contact Cal Trans, City Council members and IUSD School Board Members

Get on record before December 15 Public Comment Deadline.
Send your comments & concerns to:

1. Scott Shelley, Associate Environmental Planner, California Department of Transportation, District 12, Division of Environmental Analysis, 1750 East 4th Street, Santa Ana, CA 92705 or via e-mail to: D12.405-South-Improvement-Project@dot.ca.gov
2. Members of the City Council
 - a. Mayor Don Wagner (donaldwagner@cityofirvine.org)
 - b. Mayor Pro Tem Lynn Schott (lynnschott@cityofirvine.org)
 - c. Councilmember Melissa Fox (melissafox@cityofirvine.org)

18 CONT.

Comment Letter AC-L2 (Continued)**Valarie Burlingame****Subject:** FW: Planned Widening of the 405 Freeway - I5 to SR55

From: Richard Young [mailto:bearandbeartobe@yahoo.com]
Sent: Wednesday, December 06, 2017 11:21 AM
To: MelissaFoxWeb@ci.irvine.ca.us
Subject: Planned Widening of the 405 Freeway - I5 to SR55

Dear Councilwoman Fox,
 My wife recently attended the OCTA meeting on the planned widening of the 405 freeway at the University Park Homeowners Association.

In my opinion, the OCTA has not adequately addressed the environmental and noise footprint of the proposed widening.

I remain concerned that the OCTA's primary transportation strategy is to widen freeways. This is inconsistent with the needs of an increasingly urban County and will negatively impact the City of Irvine, given the footprint of I-5 and the 405 freeways in our City.

I believe that the Irvine City Council needs to address the OCTA , and block freeway widening. I believe this serves the best interest of the City of Irvine and its residents.

19

Respectfully,

Richard Young
 University Park Resident

**Response to Comment Letter AC-L2
City of Irvine****Comment AC-L2-1**

See responses to Comments AC-L2-10 through AC-LS-19.

Comment AC-L2-1

Evaluation of the project effect on the environment under CEQA discussed in Chapter 3 of the IS/EA. CEQA requires Caltrans to identify each significant effect on the environment resulting from the project and ways to mitigate each significant effect. Air quality is specifically discussed in Section 3.2.3 of the IS/EA and there were no significant impacts identified that would require an Environmental Impact Report (EIR).

Comment AC-L2-2

The noise study is performed in accordance with Caltrans' *Traffic Noise Analysis Protocol* as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H.

Comment AC-L2-3

Please refer to Caltrans' *Traffic Noise Analysis Protocol* (May 2011), Section 7, for an overview of how noise impacts should be addressed under CEQA for projects involving Caltrans. For this project, Caltrans is the CEQA lead agency, and the significance of noise impacts under CEQA is addressed only in the environmental document. Please refer to Section 3.2.12 of the IS/EA, which shows the project has less than significant noise impacts under CEQA. Therefore, the financial criteria noted by the commenter is not applicable under CEQA.

Comment AC-L2-4

The cited statement is similar to the language in the Caltrans *Traffic Noise Analysis Protocol* (May 2011), Section 7, which states that

under CEQA, if at a later date that mitigation is dropped from the project, the CEQA environmental document must be recirculated for public review and comment. It should be noted that recirculation of the CEQA environmental document is not applicable because, as discussed in Section 3.2.12 of the IS/EA, the project has no significant noise impacts/mitigation proposed under CEQA. It should also be noted that soundwalls are noise abatement and not mitigation. Nonetheless, the project has noise abatement measures proposed under NEPA and, as discussed in Section 5 of the Protocol, if noise impacts or noise abatement measures change after approval of the final environmental documentation, FHWA (Caltrans, as assigned) must be consulted to determine whether a written re-evaluation or other document is required.

Comment AC-L2-5

The discussion in Section 2.4.6 of the IS/EA pertains to NEPA. Cumulative impacts under CEQA Guidelines are discussed in Section 3.2.19 of the IS/EA. Under CEQA, mitigation measures would be applied if the impact creates an incremental effect that is “cumulatively considerable.” None, however, were “cumulatively considerable.”

Comment AC-L2-6

As part of the project, the Project Development Team has agreed to consider potential improvements to bicycle and pedestrian facilities as discussed in Section 5A.4.11 of the *Project Report* (July 2018). The improvements at the Irvine Center Drive Interchange would include permanent striping modifications to provide class II bike lane along both sides of Irvine Center Drive with continuous bike lane markings through the ramp intersections. Further analysis and evaluation of these improvements and implementation of temporary striping and

signage for the proposed nine-month detour will be made during the final design phase of the project.

Comment AC-L2-7

The temporary construction easements (TCEs) required for the project are detailed in Section 6D of the *Project Report* (July 2018). ROW and TCE requirements are as follows.

One (1) commercial property (on 2 APNs) would be impacted by partial fee acquisition with TCE and 4 properties (on 7 APNs) would be impacted by TCEs.

Comment AC-L2-8

An Environmental Commitments Record has been provided in Appendix F of the IS/EA.

Comment AC-L2-9

OCTA will continue to keep the City informed of project development through the project contacts that are part of the PDT and coordinate directly with the City as needed.

Paul Ciranna

Comment AC-L2-10

Soundwalls are analyzed and recommended in accordance with Caltrans’ Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H. Air quality and the potential for impacts from pollutants are discussed in Section 2.2.6 of the IS/EA to the extent that current scientific information allows. A qualitative assessment of impacts was performed. Please see *Common Response – Air Quality and Common Response – Health Risks*.

Golrokh Khatibloo**Comment AC-L2-11**

The commenter's concern regarding the environmental and noise footprint of the project have been documented as part of the public record. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H. Regarding the project's influence on property values, please see *Common Response – Property Values*.

Comment AC-L2-12

Soundwalls 255, 271, and 311 were considered for the southbound side of I-405 between Jeffrey Road and Culver Drive. Soundwall 255 is feasible and reasonable and is recommended for construction. Soundwalls 271 and 311 are not reasonable because the walls would not achieve the design goal of at least 7.0 dB of noise reduction at one or more benefited receptors. Please see Section 2.2.7 of the IS/EA for more information.

Carol Tipper**Comment AC-L2-13**

Soundwalls 255, 271, and 311 were considered for the southbound side of I-405 between Jeffrey Road and Culver Drive. Soundwall 255 is feasible and reasonable and is recommended for construction. Soundwalls 271 and 311 are not reasonable because the walls would not achieve the design goal of at least 7.0 dB of noise reduction at one or more benefited receptors. Please see Section 2.2.7 of the IS/EA for more information.

Larry Abrose**Comment AC-L2-14**

Soundwalls 255, 271, and 311 were considered for the southbound side of I-405 between Jeffrey Road and Culver Drive. Soundwall 255 is feasible and reasonable and is recommended for construction. Soundwalls 271 and 311 are not reasonable because the walls would not achieve the design goal of at least 7.0 dB of noise reduction at one or more benefited receptors. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H.

Barbara Burton**Comment AC-L2-15**

Soundwalls 255, 271, and 311 were considered for the southbound side of I-405 between Jeffrey Road and Culver Drive. Soundwall 255 is feasible and reasonable and is recommended for construction. Soundwalls 271 and 311 are not reasonable because the walls would not achieve the design goal of at least 7.0 dB of noise reduction at one or more benefited receptors. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H.

Gordon and Angela Copley

Comment AC-L2-16

Soundwalls 255, 271, and 311 were considered for the southbound side of I-405 between Jeffrey Road and Culver Drive. Soundwall 255 is feasible and reasonable and is recommended for construction. Soundwalls 271 and 311 are not reasonable because the walls would not achieve the design goal of at least 7.0 dB of noise reduction at one or more benefited receptors. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H. Air quality and the potential for impacts from pollutants are discussed in Section 2.2.6 of the IS/EA to the extent that current scientific information allows. A qualitative assessment of impacts was performed. Please see *Common Responses— Air Quality* and *Common Response – Health Risks*. Regarding the project's influence on property values, please see *Common Response – Property Values*.

Chris Haug

Comment AC-L2-17

Soundwalls 255, 271, and 311 were considered for the southbound side of I-405 between Jeffrey Road and Culver Drive. Soundwall 255 is feasible and reasonable and is recommended for construction. Soundwalls 271 and 311 are not reasonable because the walls would not achieve the design goal of at least 7.0 dB of noise reduction at one or more benefited receptors. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H.

Jen and Tom Parzакonis and George Ross

Comment AC-L2-18

Soundwalls 255, 271, and 311 were considered for the southbound side of I-405 between Jeffrey Road and Culver Drive. Soundwall 255 is feasible and reasonable and is recommended for construction. Soundwalls 271 and 311 are not reasonable because the walls would not achieve the design goal of at least 7.0 dB of noise reduction at one or more benefited receptors. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H.

Richard Young

Comment AC-L2-19

The commenter's concern regarding the environmental and noise footprint of the project has been documented as part of the public record and considered in the decision-making process. As discussed in Section 2.1.1.2 of the IS/EA, the project is consistent with State, regional, and local programs, plans, and policies.

Comment Letter AC-L3

From: [Brodin, Ashley](#)
To: [D12-405-South-Improvement-Project@DOT](#)
Cc: [Chana, Joannys](#); [O'Brien, Jacqueline](#); [McLean, Robert](#); [Hanes, Editha](#)
Subject: Comment Letter for NCL-17-066 - I-405 Improvement Project
Date: Friday, December 15, 2017 9:40:32 AM
Attachments: [Comment Letter NCL-17-066 I-405 Improvement Project.pdf](#)

Hello Mr. Shelley,
 Please find attached the County of Orange's comment letter in response to the Notice of Intent to Adopt a MND/FONSI for the I-405 Improvement Project from I-5 to SR-55. Let me know if you have any questions.

Regards,

Ashley Brodin | Planner III

County of Orange | OC Public Works | OC Development Services
 300 N. Flower
 Santa Ana, CA 92703
 Email: Ashley.Brodin@ocpw.ocgov.com
 Phone: (714) 667-8854



December 15, 2017

NCL-17-066

Scott Shelley
 Caltrans District 12
 Division of Environmental Analysis
 1750 E. 4th Street, Suite 100
 Santa Ana, CA 92705

Subject: Notice of Intent to Adopt a Mitigated Negative Declaration/Finding of No Significant Impact for the Interstate 405 Improvement Project from Interstate 5 to State Route 55

Dear Mr. Shelley:

Thank you for the opportunity to comment on the Notice of Intent to Adopt a Mitigated Negative Declaration/Finding of No Significant Impact for the Interstate 405 Improvement Project from Interstate 5 to State Route 55. The County of Orange offers the following comments for your consideration.

OC Public Works – Environmental Resources

1. Sections 2.2.1 and 2.2.2 discuss hydrology and water quality impacts as a result of the project. Municipal Stormwater Permits issued in Orange County require consideration of water quality impacts at the earliest phases of a project typically through the submittal of a conceptual or preliminary Water Quality Management Plan (WQMP). Since the project will likely require an Orange County Flood Control District (OCFCD) Encroachment Permit, and since OCFCD facilities will receive runoff from the project, OCFCD will need more information in order to assess how project impacts affect OCFCD facilities. A preliminary or conceptual WQMP or equivalent BMP plan should be appended to the MND and should be provided to OCFCD when it becomes available for review.

OC Public Works - OC Infrastructure Programs/Flood Program Support Division

1. The proposed project involves widening the Interstate 405 (I-405), between Interstate 5 (I-5) and State Route (SR-55), located mainly in the City of Irvine and portions of the City of Costa Mesa and Unincorporated Orange County. Within the project limits, the following OCFCD/County flood control facilities may be impacted by the I-405 widening project:
 - a. Airport Storm Channel (F01S01)
 - b. Lane Channel (F08)
 - c. San Diego Creek Channel (F05)
 - d. San Joaquin Channel (F14)

300 N. Flower Street, Santa Ana, CA 92703
 P.O. Box 4048, Santa Ana, CA 92702-4048

www.ocpublicworks.com
 714.667.8800 | info@ocpw.ocgov.com

Comment Letter AC-L3 (Continued)

- e. Culver Storm Channel (F14S01)
- f. F05S03

Potential impacts to OCFCD/County facilities (hydraulics, structures, access, operations and maintenance, hinder future repairs or improvements, etc.) should be identified and appropriately mitigated in consultation with OC Public Works/Infrastructure Program/Flood Program Support. **2**

2. Chapter 2 of the MND identifies and describes the different bodies of water designated as flood hazard areas within the project limits based on FEMA's FIRM's. The MND indicates that except for San Diego Creek Channel (Reach 2), the 100-year flood discharge is contained within Lane Channel, San Diego Creek Channel (Reach 1), Culver Storm Channel, and San Joaquin Channel. It should be noted that while FEMA's FIRM's indicate that the 100-year flood (based on existing land uses at the time of the study) is contained in the above-mentioned channels, OCFCD's 100-year design discharges are based on ultimate land uses and are usually higher than the 100-year discharges used by FEMA for floodplain purposes. Therefore, adequacy of the facilities should also be analyzed using OCFCD's 100-year design discharges. **3**

3. Table 2.2.1-1 of the MND, Proposed Improvements to Existing Flood Control Facilities and Bridges:

- a. Proposed modifications or improvements to existing OCFCD/County facilities as part of the I-405 widening project should be coordinated with OC Public Works/Infrastructure Programs/Flood Program Support (OCPW/IP/FPS). Concept design or preliminary engineering of such improvements should be performed with consultation and input from OCPW/IP/FPS.
- b. Any future improvements to OCFCD/County facilities would be subject to review, approval, and permitting by the County. A Concept Study including preliminary improvement plans should be submitted to OCPW/IP/FPS through County Property Permit (CPP) process. Submitted reports should contain the necessary calculations and supporting files, computer models, exhibits, maps, tables, and other information necessary to enable a complete review.
- c. County review is generally limited to the acceptability of the concept and while all County requirements should be addressed during the final design of the project, the final design should generally adhere to the concept. **4**
- d. All work within OCFCD/County right-of-way should be performed in a manner that will not adversely impact the hydraulic flow conditions, access and/or maintenance requirements of OCFCD/County facilities. Furthermore, encroachment permits from the OC Public Works/County Property Permits (CPP) will need to be obtained for all proposed work within OCFCD/County right-of-way.
- e. Agreements between OCFCD/County, OCTA, and other entities are required in order to define the terms and conditions under which OCFCD/County will accept channel improvements and/or accept/share rights-of-way before the design-build

300 N. Flower Street, Santa Ana, CA 92703
 P.O. Box 4048, Santa Ana, CA 92702-4048

www.ocpublicworks.com
 714.667.8800 | info@ocpw.ocgov.com

Comment Letter AC-L3 (Continued)

contracts are negotiated and permits can be issued for work within OCFCD/County rights-of-way. } 4 CONT.

4. Page 2.2.1-12 of the MND, San Joaquin Channel (between University Drive and Sand Canyon Avenue), last sentence: The combined San Joaquin Basins 1 and 2 is located between Yale Avenue and University Drive/Jeffrey road, not at Sand Canyon Avenue. Please revise the text to read: "There are two retarding facilities adjacent to the project corridor between Sand Canyon Avenue and Yale Avenue – the San Joaquin West Basin and the combined San Joaquin Basins 1 and 2." } 5

5. 100-year discharges (Q100) reported in Table 1 of the Floodplain Evaluation Report and Table 4 of the Location Hydraulic Study may be appropriate for floodplain evaluation purposes but may not be appropriate for design of improvements to OCFCD/County flood control facilities. OCFCD's Q100 are generally higher than FEMA's since OCFCD and FEMA have different policies or guiding principles to achieve the common goal of providing 100-year flood protection. Channels in Orange County should be designed to OCFCD criteria; hence Q100 for improvements to OCFCD/County facilities as part of the I-405 widening project should be approved by OCFCD/County. } 6

If you have any questions regarding these comments, please contact Jacqueline Ortega at (714) 955-0671 in OC Environmental Resources, or Robert McLean at (714) 647-3951 or Editha Llanes at (714) 647-3985 in Flood Program Support Division, or Ashley Brodtkin at (714) 667-8854 in OC Development Services.

Sincerely,



Richard Vuong, Manager, Planning Division
OC Public Works Service Area/OC Development Services
300 North Flower Street
Santa Ana, California 92702-4048
Richard.Vuong@ocpw.ocgov.com

cc: Jacqueline Ortega, OC Public Works – Environmental Resources
Robert McLean, OC Flood Programs
Editha Llanes, OC Flood Programs

Response to Comment Letter AC-L3
(Orange County Public Works)

Comment AC-L3-1

During the environmental phase, a *Preliminary Drainage Report* (October 2015) was prepared for the project and identified several potential treatment Best Management Practices (BMP) locations for this project. A *Water Quality Assessment Report* (February 2016) was prepared to further assess the water quality impacts for this project and identified treatment BMPs to be considered for the project per the requirements of the Caltrans Statewide NPDES Storm Water Permits and the implementation of Best Management Practices (BMPs) specified in Caltrans' Storm Water Management Plan (Caltrans, 2003b). Treatment BMP plans shall be prepared, and further consultation, analysis, evaluation, coordination, and approvals will be performed during the final design phase of the project.

Comment AC-L3-2

During the environmental phase, a *Preliminary Drainage Report* (October 2015) was prepared for the project and identified the proposed improvements to several of the flood control facilities mentioned. Generally, the flood control facilities will require lengthening of cross culverts at several locations, along with bridge widening at major tributaries. The bridge work would require only minor channel modifications and would not affect their ability to convey flow. Culverts would have to be extended to the new toe of slope. Hydraulic modeling will have to be conducted for channels to compare the existing and proposed conditions to ensure there is minimal impact to channel capacity, flow, and freeboard. Hydrology and hydraulic studies, consultation, analysis, evaluation, coordination, and approvals will be performed during the final design phase of the project.

Comment AC-L3-3

The comment is consistent with the *Preliminary Drainage Report* (October 2015), which has identified that the project should analyze flood-hazard areas to ensure that the 100-year flood levels and limits are not altered. It is also consistent with the *Floodplain Evaluation Report* (January 2016), which has identified flood events having a 1 percent annual chance (100-year flows) that will be studied in detail during the final design phase of the project.

Comment AC-L3-4

The procedural statements provided by the County have been documented as part of the public record. Further consultation, analysis, evaluation, coordination, review, and approvals will be performed accordingly during the final design phase of the project.

Comment AC-L3-5

The environmental document has been revised to read “*There are two retarding facilities adjacent to the project corridor between Sand Canyon Avenue and Yale Avenue – the San Joaquin West Basin and the combined San Joaquin Basins 1 and 2.*”

Comment AC-L3-6

The statements provided regarding OCFCD’s design criteria and 100-year flood protection have been documented as part of the public record. OCFCD facilities will be designed using OCFCD criteria. Further consultation with OCFCD and analysis, evaluation, coordination, reviews, and approvals will be performed during the final design phase of the project.

Comment Letter AC-L4

5050 Barranca Parkway, Irvine, California 92604-4652 • 949/936-5000 • FAX 949/936-5259 • www.iusd.org

December 14, 2017

Mr. Scott Shelly
Caltrans District 12,
Division of Environmental Analysis
1750 E 4th Street, Suite 100
Santa Ana, CA 92705

Via Fed Ex

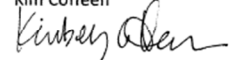
Re: Comments for I-405 South Improvement Project from I-405 to SR-55 (Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment)

Dear Mr. Shelly:

Thank you for the opportunity to review the Initial Study (IS) and Mitigated Negative Declaration (MND) for the proposed improvement project to the I-405. Presented in the study are project alternatives that include the addition of one or two general purpose lanes in each direction along a 8.5 miles of I-405 primarily located in the city of Irvine as well as no build alternative.

The District offers the following comments identified in enclosure 1 of this letter. If you have any question, please contact me at (949)936-5383 or by e-mail at robertramirez@iusd.org.

Sincerely,
Kim Coffeen


Director of Facilities Planning

Enc.:

1. IUSD Comments

BOARD OF EDUCATION

PAUL BOKOTA / LAUREN BROOKS / BETTY CARROLL / IRA GLASKY / SHAEON WALLIN
TERRY L. WALKER, Superintendent of Schools

JOHN FOGARTY, Assistant Superintendent, Business Services / BRIANNE FORD, Chief Technology Officer
EAMONN O'DONOVAN, Assistant Superintendent, Human Resources / CASSIE PARHAM, Assistant Superintendent, Education Services
IUSD... providing the highest quality educational experience we can envision.

Comment Letter AC-L4 (Continued)

Enclosure 1

IUSD Comments

IS/MND

Section 2.2.6 Air Quality:

1. Limit construction hours in Segment 4 (near Rancho San Joaquin Middle School 4861 Michelson Drive Irvine, CA 92612) to after school hours to minimize impact to school activities.
2. Coordinate with the Irvine Unified School District and Rancho San Joaquin Middle School if construction in Segment 4 to take place during school hours of 8:00 am and 3:00 pm. Potential change in air quality during school hours may negatively impact physical education activities.

1

Sections 2.2.7 Noise and Vibration:

1. Limit construction hours near Rancho San Joaquin Middle School to after school hours to minimize impact to school activities.
2. Coordinate with the Irvine Unified School District and Rancho Joaquin Middle School if construction in Segment 4 to take place during school hours of 8:00 am and 3:00 pm. Increase in noise due to construction may negatively impact educational learning environments.

2

**Response to Comment Letter AC-L4
(Irvine Unified School District)**

Comment AC-L4-1

Construction for the proposed project may not be limited to off-school hours. As stated in Section 2.2.6.3 of the IS/EA, short-term degradation of air quality may occur due to the release of airborne dust generated by construction activity and exhaust emissions from construction equipment. As noted in Section 2.2.6.4 of the IS/EA, most of the construction impacts to air quality are short term in duration and will not result in long-term adverse conditions; however, the project is committed to implementing minimization measures for construction dust and emissions as identified in the section. In addition, the project is committed to implementing mitigation measures for project-related temporary traffic impacts as described in Section 2.1.6.4 of the IS/EA. Also, the schools will be notified of

upcoming construction activities as part of the future outreach program.

Comment AC-L4-2

Construction for the proposed project may not be limited to off-school hours. As stated in Section 2.2.7.3 of the IS/EA, temporary construction noise impacts would be unavoidable and may intermittently dominate the environment in the immediate area of construction. Also, the project may cause construction-related vibration impacts such as human annoyance. Construction noise varies greatly depending on the construction process, type, and condition of equipment used, as well as layout of the construction site. Many of these factors are traditionally left to the contractor's discretion, which makes it difficult to accurately estimate levels of construction noise. However, there are several possible control measures that can be implemented to minimize noise and vibration disturbances during construction, and these are outlined at the end of Section 2.2.7.4 of the IS/EA. Also, the schools will be notified of upcoming construction activities as part of the future outreach program.

H.6 Business Organizations

Comment Letter AC-O1

Shelley, Scott@DOT

From: Jamison Nakaya <Jamison.Nakaya@Lennar.com>
Sent: Thursday, December 14, 2017 5:20 PM
To: D12.405-South-Improvement-Project@DOT
Cc: Fernando Chavarria; Jeannie Lee; John Baayoun; Ross Lew; oc405south@octa.net; Andrea Hammann
Subject: Caltrans Mitigated Negative Declaration Comment - I-405 Improvement Project
Attachments: 2017-12-14 Caltrans EIR Comments.pdf

[resending with attachment]

Scott Shelley,
 Please find attached our formal response to the Mitigated Negative Declaration and Proposed Sound Wall No. S417.
 Note that we have been in communication with the OCTA staff that is cc'd on this email.

Regards,

LENNAR**Jamison Nakaya**

Project Manager
 (949) 636-9057 cell
 (949) 349-8285 office
Jamison.Nakaya@lennar.com

Lennar - California Coastal Division
 25 Enterprise, Suite 400, Aliso Viejo, CA 92656

Jamison Nakaya

Project Manager
 (949) 636-9057 cell
 (949) 349-8285 office
Jamison.Nakaya@lennar.com

From: Jamison Nakaya
Sent: Thursday, December 14, 2017 5:19 PM
To: D12.405-South-Improvement-Project@dot.ca.gov
Cc: Fernando Chavarria <fchavarria@octa.net>; Jeannie Lee <jlee@octa.net>; John Baayoun <John.Baayoun@Lennar.com>; Ross Lew <rlew@octa.net>; oc405south@octa.net; Andrea Hammann <ahammann@octa.net>
Subject: Caltrans Mitigated Negative Declaration Comment - I-405 Improvement Project

Scott Shelley,
 Please find attached our formal response to the Mitigated Negative Declaration and Proposed Sound Wall No. S417.
 Note that we have been in communication with the OCTA staff that is cc'd on this email.

Regards,

LENNAR**Jamison Nakaya**

Project Manager

(949) 636-9057 cell
 (949) 349-8285 office
Jamison.Nakaya@lennar.com
 Lennar - California Coastal Division
 25 Enterprise, Suite 400, Aliso Viejo, CA 92656

Comment Letter AC-O1 (Continued)

LENNAR

Sent Via Email

December 13, 2017

Caltrans District 12, Division of Environmental Analysis
 1750 E. 4th Street, Suite 100
 Santa Ana, CA 92705
 Attn: Scott Shelley, D12.405-South-Improvement-Project@dot.ca.gov

Re: I-405 Improvement Project
 Sound Wall No. 417
 Mitigated Negative Declaration Comment

To whom it may concern,

We, Lennar Homes of California, Inc, the property owner adjacent to the proposed sound wall No. S417 neither oppose nor support the sound wall at this time. Our team has been in touch with Jeannie Lee and other associates from OCTA, as we discussed various details of such a proposed wall. At this time, it is clear to us that more information is needed to best determine if the wall is needed.

We strongly believe that information regarding the existing conditions adjacent to the proposed wall location must be taken into consideration when determining the need and design of the wall. Until such information has been obtained by the team managing the process and utilized in the analysis, we are holding our support or our opposition. We look forward to working closely with the appropriate people as the process moves forward. Our main goal is to provide our future homeowners the best conditions for both sound attenuation and aesthetics.

Our 318 home project known as Central Park West is currently under construction with nearest cross streets at northwest corner of I-405 and Jamboree.

Please contact me should you have any further questions or request information at Jamison.Nakaya@lennar.com or via phone at 949-349-8285. We request further information as it becomes available, and to be included in future public notice information.

Regards,


Lennar Homes of California, Inc.


 Jamison Nakaya
 Project Manager


Enclosure:
 Addresses of all 318 units owned by Lennar

25 Enterprise, Suite 400, Aliso Viejo, CA 92656

Comment Letter AC-O1 (Continued)



PUBLIC NOTICE



**INTERSTATE 405 IMPROVEMENT PROJECT
FROM INTERSTATE 5 TO STATE ROUTE 55**

**Notice of Intent to Adopt a Mitigated Negative Declaration/Finding of
No Significant Impact – Study Results – Announcement of Public Hearing**

WHAT'S BEING PLANNED? The California Department of Transportation (Caltrans), in partnership with the Orange County Transportation Authority (OCTA), proposes to reduce congestion and improve operational efficiency on the San Diego Freeway (I-405) between Interstate 5 (I-5) and State Route 55 (SR-55) in Orange County.

The purpose of the proposed project is to address existing and future traffic demand and provide future mobility on I-405 between I-5 and SR-55 while minimizing environmental and economic impacts.

The proposed project comprises one No Build Alternative (Alternative 1) and two Build Alternatives adding one or two general-purpose (regular) lanes (Alternatives 2 and 3, respectively).

WHY THIS AD? Caltrans and OCTA have studied the effects this project may have on the environment. Our studies show it will not significantly affect the quality of the environment. The report that explains why is called a Mitigated Negative Declaration (MND)/Finding of No Significant Impact (FONSI) and Initial Study/Environmental Assessment (IS/EA). This notice is to tell you of the preparation of the Proposed MND/FONSI and IS/EA and of its availability for you to read and provide comment.

A public hearing (open house format) will be held to give you the opportunity to talk about certain design features of the project with Caltrans and OCTA staff before the final design is selected. The tentative schedule for the purchase of land for right-of-way and construction will be discussed.

WHAT'S AVAILABLE? Maps for the proposed MND/FONSI and IS/EA and other project information are available for review and copying (for a fee) at the Department District 12 Office, 1750 E 4th Street, Suite 100, Santa Ana, CA 92705 on weekdays from 8 a.m. – 5 p.m. The Proposed MND/FONSI and IS/EA is also available during regular business hours at:


- Heritage Park Regional Branch Library – 14361 Yale Avenue, Irvine, CA 92604
- Mesa Verde Branch Library – 2503 Mesa Verde Drive E, Costa Mesa, CA 92626
- El Toro Branch Library – 24572 Raymond Way, Lake Forest, CA 92630
- And online at: <http://www.dot.ca.gov/d12/DEA/405/IK710>

WHERE YOU COME IN Do you have any comments about processing the project with a MND/FONSI and the IS/EA? Do you disagree with the findings of our study as set forth in the Proposed MND/FONSI? Would you care to make any other comments on the project? If you cannot attend the hearing, please submit your comments in writing no later than Dec. 15, 2017 to Caltrans District 12, Division of Environmental Analysis, 1750 E 4th Street, Suite 100, Santa Ana, CA 92705 (Attn: Scott Sholley) or email to: D12.405-South-Improvement-Project@dot.ca.gov. The date we will begin accepting comments is Nov. 14, 2017. If there are no major comments, Caltrans will proceed with the project's design.

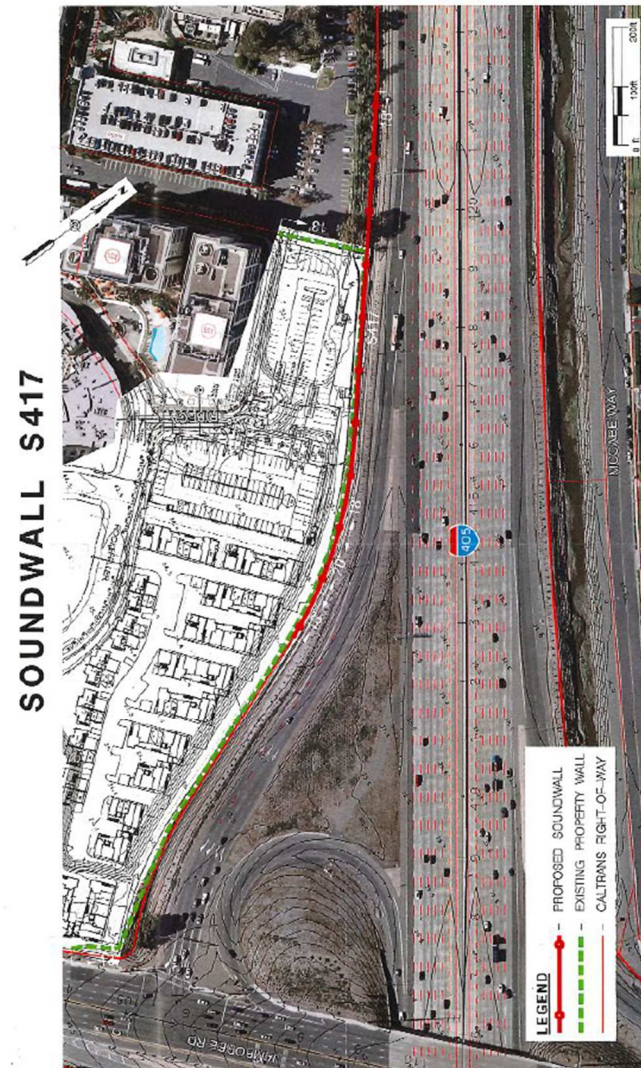
WHEN AND WHERE? The public hearing (open house format) will be held at the following date, time and location:

Date: Tuesday, Dec. 5, 2017	Location: University Community Park Multipurpose Room #2 1 Beech Tree Lane Irvine, CA 92612
Time: 5 p.m. – 8 p.m.	

Individuals who require special accommodation (American Sign Language interpreter, accessible seating, documentation in alternate formats, etc.) are requested to contact Caltrans District 12 Public Affairs Office at (657) 328-6000 at least 7 days prior to the scheduled open house date. TTD users may contact California Relay Service TTY line at (800) 735-2929 or Voice Line at (800) 735-2922.



Comment Letter AC-O1 (Continued)



**Response to Comment Letter AC-O1
(Lennar Homes)****Comment AC-01-1**

Since completion of the initial barrier analysis, Lennar Properties, the property owner adjacent to Soundwall 417, provided as-built updates of their development. The as-built conditions showed that their buildings are at elevations higher than those assumed in the TNM modeling for the project. Accordingly, the elevations were revised in the traffic noise impact analysis, and the resulting benefited receptors dropped from 10 to 5. This decrease reduced the reasonableness allowance to \$400,000. Compared to the estimated construction cost of \$860,500, Soundwall 417 would exceed the total reasonable allowance. Therefore, with consideration of the acoustic benefit and the incremental cost, Soundwall 417 is not reasonable and was removed from further consideration.

Please see Section 2.2.7 of the IS/EA for a full discussion of the updated traffic noise impact analysis for Soundwall 417.

H.7 Public Comments

Comment Letter PC-1

Shelley, Scott@DOT

From: Bev Woolf <bevwoolf@gmail.com>
Sent: Tuesday, December 12, 2017 3:15 PM
To: D12.405-South-Improvement-Project@DOT
Subject: Sound barrier wall

Hello,

I live on Waterway in Irvine. We need an additional sound barrier as the 405 freeway can be extremely loud. I understand that there are plans to expand the 405 but not to build a sound barrier wall. This is not acceptable and needs to be addressed urgently. } 1

Thank you,

Beverley Woolf

Response to Comment Letter PC-1

Comment PC-1-1

Soundwalls 258, 266, 272, and 322 were considered for the northbound side of I-405 between Jeffrey Road and Culver Drive. Soundwalls 258 and 272 are feasible but not reasonable due to cost. Soundwall 266 is feasible but not reasonable based on the results of the residential viewpoint survey. Soundwall 322 is feasible and reasonable and is recommended for construction. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H.

Comment Letter PC-2

Shelley, Scott@DOT

From: david N <dragon7645@hotmail.com>
Sent: Monday, November 27, 2017 7:44 AM
To: D12.405-South-Improvement-Project@DOT
Subject: I405 IMPROVEMENT PROJECT COMMENT

As a resident adjacent the 405 between Culver and Jeffrey exits in Woodbridge Community, I am very concern about the noise from the lanes addition. Currently there is only a chain link fence separating the 405 to the homes. The noise presently is unbearable. With the additional lanes approaching closer to homes will make matter worse. Residents along freeway would prefer no more lanes addition but as an alternative/compromise solution, a noise blocking wall might be an option similar to existing wall between Jamboree and Culver exits. } 1

Sincerely

David Nguyen
18 Bayfield
Irvine, CA 92614
Sent from my T-Mobile 4G LTE Device

Response to Comment Letter PC-2

Comment PC-2-2

Soundwalls 258, 266, 272, and 322 were considered for the northbound side of I-405 between Jeffrey Road and Culver Drive. Soundwalls 258 and 272 are feasible but not reasonable due to cost. Soundwall 266 is feasible but not reasonable based on the results of the residential viewpoint survey. Soundwall 322 is feasible and reasonable and is recommended for construction. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H.

Comment Letter PC-3

Shelley, Scott@DOT

From: Jorge Cardenas <jorgecardenas88@gmail.com>
Sent: Friday, November 17, 2017 3:45 PM
To: D12.405-South-Improvement-Project@DOT
Subject: Public Comment - Jorge Cardenas - Irvine Resident

Hello,

I wanted to submit a comment regarding the widening of the 405 freeway between the 55 & 5 Freeway because I might not be able attend the meeting in December. I live in a condo development right next to the 405 & Culver exit. I just wanted to say that I understand the need to widen the freeway, especially in that area. All I would ask and I am sure my neighbors would agree that a ROBUST sound wall must be built. We currently only have a wood fence separating our community and the freeway. Building a legitimate tall and effective sound wall would really go a long way to ease my concerns.

Don't know if there is any science or data to back my assumptions but building a sound wall is a must. I understand the cost will be more but I believe the health and home value benefits will outweigh those cost. With the wall I am assuming the noise my community experiences will fall dramatically and thus improve not only our sleep but our health as well. Also, since we may potentially have traffic closer to our homes the sound walls will be a barrier to pollutant. Also, with the reduction in noise and a legitimate buffer from our Woodbridge community and the freeway, all of the areas home values could improve.

I know no homeowners are thrilled about the idea about expanding freeways but I understand it is necessary. I only ask that the people in charge consider the intangibles and approve a plan that mitigates the impact of the expansion as much as possible.

Thank you for your time,

Jorge Cardenas

949-466-5671

Response to Comment Letter PC-3

Comment PC-3-1

Soundwalls 258, 266, 272, and 322 were considered for the northbound side of I-405 between Jeffrey Road and Culver Drive. Soundwalls 258 and 272 are feasible but not reasonable due to cost. Soundwall 266 is feasible but not reasonable based on the results of the residential viewpoint survey. Soundwall 322 is feasible and reasonable and is recommended for construction. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H.

Comment Letter PC-4

Shelley, Scott@DOT

From: Kathy O <keosann@gmail.com>
Sent: Thursday, November 16, 2017 9:10 AM
To: D12.405-South-Improvement-Project@DOT
Subject: Increase in lanes on I-405 between I-5 and SR-55

The increase in lanes on the I-405 will both increase the number of cars on the road, especially at peak traffic hours, and it will bring the traffic and noise closer to the homes nearby in Woodbridge where there is NO SOUND WALL. The noise is already unbearable and will only INCREASE with the additional lanes on the freeway. Increase in lanes should be accompanied by the building of a SOUND WALL along the north side of the I-405 to protect Woodbridge residents from the noise. NO NEW LANES should be allowed UNLESS the building of a SOUND WALL is part of the improvement plan.

Sincerely,
Kathryn Osann
62 Emerald
Irvine, CA

Response to Comment Letter PC-4

Comment PC-4-1

Soundwalls 258, 266, and 272 were considered for the northbound side of I-405 between Jeffrey Road and Yale Avenue. Soundwalls 258 and 272 are feasible but not reasonable due to cost. Soundwall 266 is feasible but not reasonable based on the results of the residential viewpoint survey. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H.

Comment Letter PC-5

**Noise Study
Woodbridge Seasons**

Prepared for
Woodbridge Seasons Maintenance Association
Irvine, California

Prepared by
CSL Enterprises
5405 Alton Parkway, Suite A-526
Irvine, CA 92604

December 15, 2017

Comment Letter PC-5 (Continued)

Noise Study
Woodbridge Seasons

Table of Contents

1	INTRODUCTION	3
2	BACKGROUND	3
3	SUMMARY	3
4	METHODS	4
5	RESULTS	4
6	DISCUSSION	4
7	CONCLUSION	5
8	REFERENCE	5

Comment Letter PC-5 (Continued)

Noise Study
Woodbridge Seasons Maintenance Association
Irvine, California 92614

1 INTRODUCTION

Upon the approval of the Board of the Woodbridge Seasons Maintenance Association, Carolyn Lundberg, Safety Consultant, CSL Enterprises evaluated noise exposures within the Woodbridge Seasons residential development hereinafter referred to as The Seasons. The Seasons encompasses 267 condominiums and common areas. Seventy-five percent (75%) of the condominiums include two-story residences. All of the condos include private front and rear yards.

The common areas include numerous outdoor swimming pools and jacuzzis, swing sets and jungle gyms and open spaces for recreation.

2 BACKGROUND

The purpose of the request for a noise study is to compare the results to the 67 dBA threshold for a sound wall to be provided as per National Environmental Policy Act and 23 CFR 772. The data provided by Parsons for the areas within the Seasons properties reportedly do not meet the 67dBA threshold. The Parsons data is reportedly the result of their modeling of the areas.

3 SUMMARY

One location was identified to collect data at 28 Springflower as the house is located in close proximity to the pending project. The object was to capture data from the location reportedly tested by Parsons and to compare the results.

4 METHODS

Exposure to noise was evaluated with an area noise dosimeter. A 3M SoundPro model SE was used to record exposures to living spaces (e.g. inside bedrooms). 3M SoundPro dosimeters are Type

Comment Letter PC-5 (Continued)

Noise Study

Woodbridge Seasons Maintenance Association
Irvine, California 92614

1 INTRODUCTION

Upon the approval of the Board of the Woodbridge Seasons Maintenance Association, Carolyn Lundberg, Safety Consultant, CSL Enterprises evaluated noise exposures within the Woodbridge Seasons residential development hereinafter referred to as The Seasons. The Seasons encompasses 267 condominiums and common areas. Seventy-five percent (75%) of the condominiums include two-story residences. All of the condos include private front and rear yards.

The common areas include numerous outdoor swimming pools and jacuzzis, swing sets and jungle gyms and open spaces for recreation.

2 BACKGROUND

The purpose of the request for a noise study is to compare the results to the 67 dBA threshold for a sound wall to be provided as per National Environmental Policy Act and 23 CFR 772. The data provided by Parsons for the areas within the Seasons properties reportedly do not meet the 67dBA threshold. The Parsons data is reportedly the result of their modeling of the areas.

3 SUMMARY

One location was identified to collect data at 28 Springflower as the house is located in close proximity to the pending project. The object was to capture data from the location reportedly tested by Parsons and to compare the results.

4 METHODS

Exposure to noise was evaluated with an area noise dosimeter. A 3M SoundPro model SE was used to record exposures to living spaces (e.g. inside bedrooms). 3M SoundPro dosimeters are Type

Comment Letter PC-5 (Continued)

2 noise dosimeters suitable for general purpose noise measurements.

5 RESULTS

Noise exposures to primary living spaces (e.g. bedrooms) were measured with noise dosimeters on Thursday and Friday, December 14 and 15, respectively.

Table 5-1 Noise Exposures

Location	Bedroom 28 Springflower
Dosimeter	ESM 100074
Location description	Receptor 4.28
Projected Dose per Parsons	61.2 dBA
Min/Max range 20:39 - 22:00	61 - 69 dBA
Min/Max range 07:30 - 09:30	52 - 70 dBa

6 DISCUSSION

Noise exposure measurements from December 14 through December 15, 2017 found that the noise levels during the periods of heavy traffic at Receptor 4.28 was 52 - 70 dBA. These findings are inconsistent with Parsons' reported 61.2 dBA. The difference in the findings between CSL Enterprises and Parsons may result in the pending "405 Improvement Project" providing sound walls in the Seasons development or not.

Comment Letter PC-5 (Continued)

Attachment 1

Noise Exposure Report

Session Report
12/14/2017

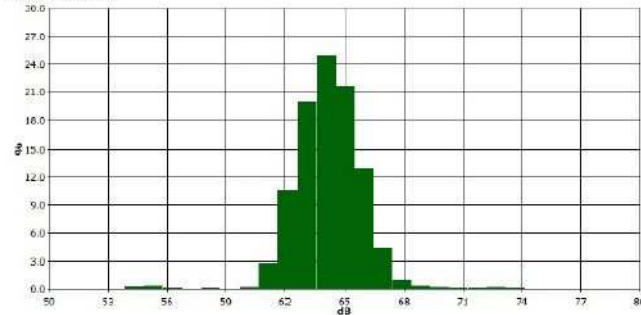
Information Panel

Name S013_BIP080002_14122017_221753
 Start Time Thursday, December 14, 2017 20:30:39
 Stop Time Thursday, December 14, 2017 22:00:08
 Device Model Type SoundPro DL
 Comments

General Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	--	Exchange Rate	1	5 dB
Weighting	1	A	Response	1	SLOW
Bandwidth	1	OFF	Exchange Rate	1	5 dB
Weighting	2	A	Response	1	SLOW

Statistics Chart



Statistics Table

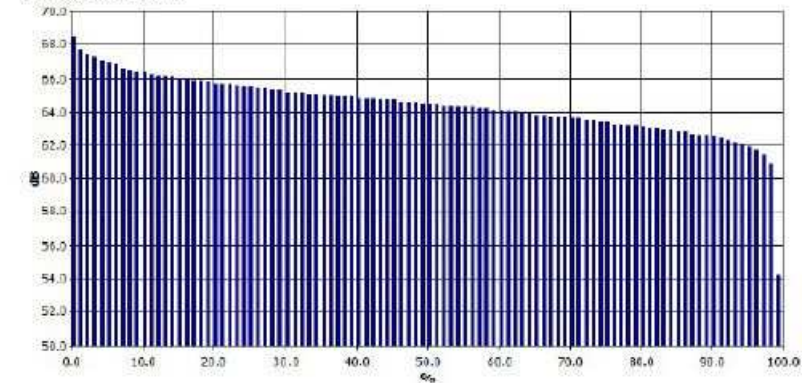
89	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0
79.0	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0
77.0	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0
75.0	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0
73.0	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0
71.0	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0
69.0	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0
67.0	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0
65.0	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0
63.0	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0
61.0	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0
59.0	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0
57.0	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0
55.0	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0
53.0	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0
51.0	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0
49.0	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0
47.0	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0
45.0	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0
43.0	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0
41.0	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0
39.0	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0
37.0	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0
35.0	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0
33.0	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0
31.0	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0
29.0	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0
27.0	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0
25.0	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0
23.0	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0
21.0	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0
19.0	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0
17.0	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0
15.0	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0

Comment Letter PC-5 (Continued)

Statistics Table (cont'd)

89	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0
79.0	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0
77.0	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0
75.0	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0
73.0	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0

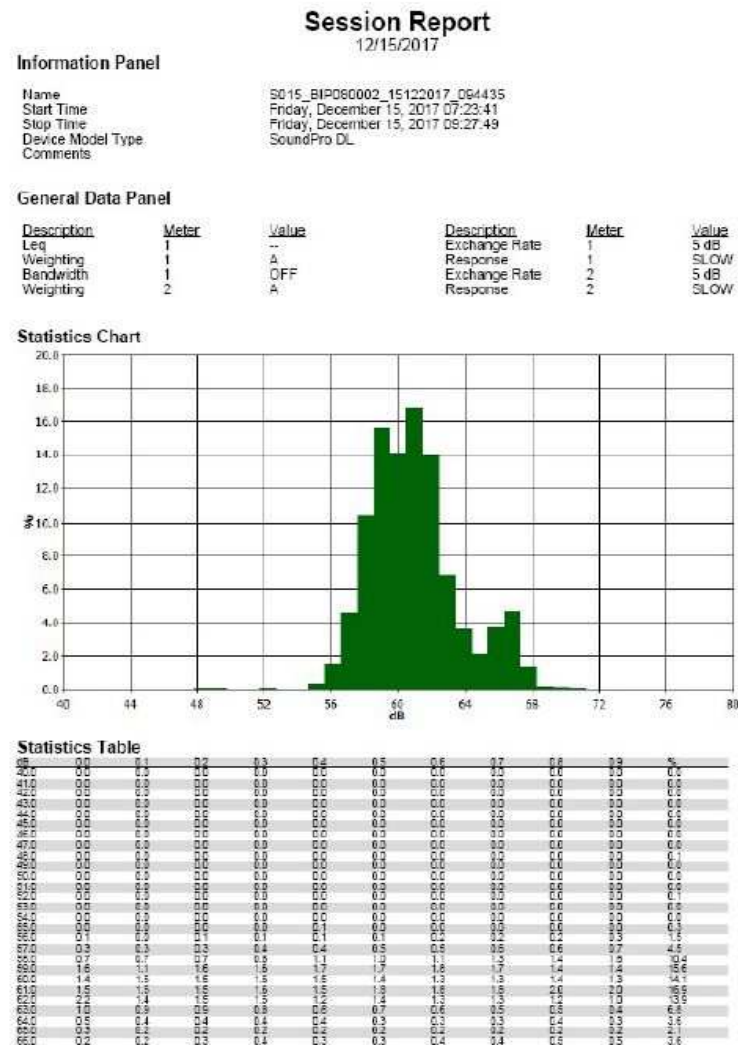
Exceedance Chart



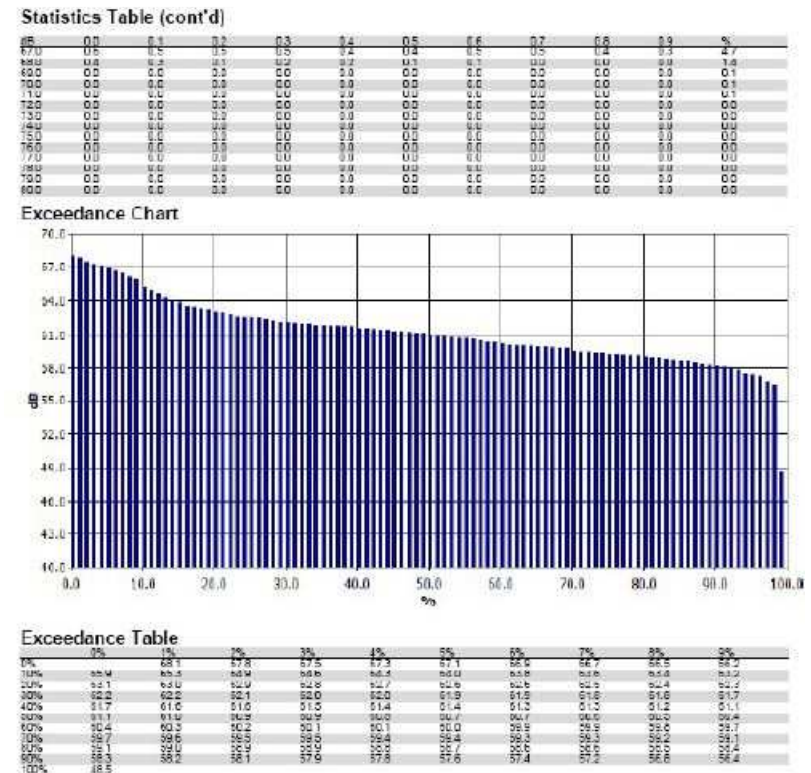
Exceedance Table

	0%	1%	2%	3%	4%	5%	6%	7%	8%	9%
0%	65.5	61.1	57.4	54.2	51.2	48.3	45.5	42.8	40.2	37.7
10%	65.4	60.4	56.9	53.4	50.4	47.5	44.7	42.0	39.4	36.9
20%	65.3	60.2	56.7	53.2	50.2	47.3	44.5	41.8	39.2	36.7
30%	65.2	60.1	56.6	53.1	50.1	47.2	44.4	41.7	39.1	36.6
40%	65.1	60.0	56.5	53.0	50.0	47.1	44.3	41.6	39.0	36.5
50%	65.0	59.9	56.4	52.9	49.9	47.0	44.2	41.5	38.9	36.4
60%	64.9	59.8	56.3	52.8	49.8	46.9	44.1	41.4	38.8	36.3
70%	64.8	59.7	56.2	52.7	49.7	46.8	44.0	41.3	38.7	36.2
80%	64.7	59.6	56.1	52.6	49.6	46.7	43.9	41.2	38.6	36.1
90%	64.6	59.5	56.0	52.5	49.5	46.6	43.8	41.1	38.5	36.0
100%	64.5	59.4	55.9	52.4	49.4	46.5	43.7	41.0	38.4	35.9

Comment Letter PC-5 (Continued)



Comment Letter PC-5 (Continued)



Response to Comment Letter PC-5**Comment PC-5-1**

Soundwalls 258, 266, and 272 were considered for the northbound side of I-405 between Jeffrey Road and Yale Avenue. Soundwalls 258 and 272 are feasible but not reasonable due to cost. Soundwall 266 is feasible but not reasonable based on the results of the residential viewpoint survey. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H.

Comment Letter PC-6

Shelley, Scott@DOT

From: Barbara Burton <barbaraannburton@gmail.com>
Sent: Sunday, November 26, 2017 5:29 PM
To: D12.405-South-Improvement-Project@DOT
Subject: D12 405 South Improvement Project

Mr Shelley,

I am asking that you include serious noise abatement for the entire length of southbound Segment 4 in your plans for widening the 405 freeway.

Without noise abatement the quality of life in University Park, where I have lived since 1971, will be seriously jeopardized. Please consider including noise abatement for the entire length in your plans.

Thank you,

Barbara Burton
 52 Sequoia Tree Ln
 Irvine 92612

1

Response to Comment Letter PC-6**Comment PC-6-1**

Soundwalls 255, 271, and 311 were considered for the southbound side of I-405 between Jeffrey Road and Culver Drive. Soundwall 255 is feasible and reasonable and is recommended for construction. Soundwalls 271 and 311 are not reasonable because the walls would not achieve the design goal of at least 7.0 dB of noise reduction at one or more benefited receptors. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H.

Comment Letter PC-7

Shelley, Scott@DOT

From: Chris Haug <chrisyh@cox.net>
Sent: Tuesday, November 21, 2017 9:54 PM
To: D12.405-South-Improvement-Project@DOT
Subject: I-405 South Improvement Project: Comment
Importance: High

Dear Mr. Scott Shelly,

I have reviewed the noise I-405 Noise Study Report and the Noise Abatement Decision Report. I am concerned that the Decision Report does not include additional noise abatement for the entire southbound side of Segment 4. The neighborhood and school on the southbound side of Segment 4 already experiences high freeway noise from the 405 and the Noise Study report indicates that future peak hour traffic noise will approach or exceed the NAC at many locations. This comes from p. 48 of the Noise Study Report.

"7.2.1.4. SEGMENT 4 – JEFFREY ROAD/UNIVERSITY DRIVE TO CULVER ROAD Existing traffic noise levels in Segment 4 range from 58.6 to 73.7 dBA for Receptors R4.1 through R4.53. The future predicted traffic noise levels in Segment 4 ranged from 59.6 to 74.7 dBA. Traffic noise would approach or exceed the NAC for Activity Category B at 59 receptors representing 15 single-family residences, 80 multi-family residences, and four residential recreation outdoor use areas. The track and field / playing field area of the Rancho San Joaquin Middle School would also exceed the NAC for Activity Category C and would be considered impacted by traffic noise. Although there are several existing soundwalls within Segment 4, predicted future peak hour traffic noise would approach or exceed the NAC at many locations; therefore, consideration of additional noise abatement is required. Table B-4 in Appendix B shows the existing and future noise levels for Segment 4 with Alternative 2."

I am requesting that the Noise Abatement Decision be modified to include additional noise abatement along the entire length of the southbound side of Segment 4, so that the increased noise from Alternate 2 or 3 will not negatively impact the enjoyment and comfort of residents homes and outdoor activity areas. Currently, the decision is to only add new 16 foot tall soundwall to the first 660 from the University Drive southbound off-ramp to the location where it meets up with the existing 14 foot tall soundwall. That 14 foot soundwall is inadequate as it stands. Even better, consider a sound wall solution that can actually reduce the noise levels below current measurements by 5 dBA for the entire Segment 4 southbound side of the I-405.

Thank you and best regards,

Chris Haug
28 Redwood Tree Lane
Irvine, CA 92612

(949) 500-1300 mobile

Response to Comment Letter PC-7

Comment PC-7-1

Soundwalls 255, 271, and 311 were considered for southbound I-405 between Jeffrey Road and Culver Drive. Soundwall 255 is feasible and reasonable and is recommended for construction. Soundwalls 271 and 311 are not reasonable because the walls would not achieve the design goal of at least 7.0 dB of noise reduction at one or more benefited receptors. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H.

Comment Letter PC-8**Shelley, Scott@DOT**

From: Christine Tu <cchristinetu@gmail.com>
Sent: Wednesday, December 13, 2017 10:39 PM
To: D12.405-South-Improvement-Project@DOT
Subject: Noise pollution resulting from 405 Fwy Expansion

To Whom It May Concern (attn: Scott Shelley),

We are writing in the hopes that this will be taken into consideration of the families living near the expansion areas near 405 Fwy. Due to the noise pollution caused by the construction, it has deteriorated the peacefulness we value in a home. I hope this can be understood by the members working on this project and steps taken to alleviate the noise. If you were to look from our perspective and your homes were disturbed by the loud noise, you would be considerably upset. Please help us to retain the peace in our homes and construct a sound wall.

Thanks,

Tu Family
 24 Iron Bark Way, Irvine

Response to Comment Letter PC-8**Comment PC-8-1**

Soundwalls 255, 258, 266, 271, 272, 311, and 322 were considered for the northbound and southbound sides of I-405 between Jeffrey Road and Culver Drive. Soundwalls 255 and 322 are feasible and reasonable and recommended for construction. Soundwalls 258 and 272 are feasible but not reasonable due to cost. Soundwall 266 is feasible but not reasonable based on the results of the residential viewpoint survey. Soundwalls 271 and 311 are not reasonable because the walls would not achieve the design goal of at least 7.0 dB of noise reduction at one or more benefited receptors. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H.

Comment Letter PC-9**Shelley, Scott@DOT**

From: Dave Olinger <daveolinger@cox.net>
Sent: Thursday, December 14, 2017 5:03 PM
To: D12.405-South-Improvement-Project@DOT
Cc: 'mailto:donaldwagner@cityofirvine.org'; 'mailto:lynnschott@cityofirvine.org'; 'mailto:melissafox@cityofirvine.org'; 'mailto:jeffreylalloway@cityofirvine.org'; 'mailto:christinashea@cityofirvine.org'
Subject: 405 "Improvement"

We have lived adjacent to the 405 since 1972. I cannot recall a time in which the addition of lanes lowered the ambient noise. Now you are going to add up to 4 lanes and we are to believe the additional noise will not exceed some man made limit (the 7db) and we should just accept it.

You are pitching the same story as the last time widening was on the table.

We are not fools and believe you should address the additional noise.

What will you do if your calculations are wrong? Likely the same as last time.

David and Jane Olinger
 17 Banyan Tree Lane
 Irvine, Ca 92612

We are mid-way between R4.14 and R4.15

Response to Comment Letter PC-9**Comment PC-9-1**

Soundwall 311 was considered for the southbound side of I-405 between Jeffrey Road and Culver Drive in accordance with Caltrans' Traffic Noise Analysis Protocol and, as stated by the commenter, the soundwall is not reasonable because the wall would not achieve the design goal of at least 7.0 dB of noise reduction at one or more benefited receptors. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H.

Comment Letter PC-10

Shelley, Scott@DOT

From: Donna Hanson <donna.hanson@gmail.com>
Sent: Wednesday, December 13, 2017 2:39 PM
To: D12.405-South-Improvement-Project@DOT
Subject: Please build a sound wall!

Hello Caltrans I am a homeowner and live by the freeway. It is already very noisy and we need a sound barrier to help with the noise when you expand it. Please help our community and listen to the residents. Thank you. Regards, Donna Hanson

1

Response to Comment Letter PC-10

Comment PC-10-1

Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H.

Comment Letter PC-11

Shelley, Scott@DOT

From: Florin Tiru <Florin.Tiru@outlook.com>
Sent: Wednesday, November 15, 2017 7:47 PM
To: D12.405-South-Improvement-Project@DOT
Cc: Kerry Berlin
Subject: I-405 South Improvement Project - noise

In regard with the informational card on the Public Hearing Tuesday Dec 5th 5-8PM at the University Community Park MPR# 2, 1 Beech Tree Ln, Irvine 92612, I'd like to add to the agenda the sound pollution due to the increased traffic. Caltrans measured my patio noise and it exceeded the limit – 80 db, methinks; when a Harley passes, exceeds 100db easily! How about elevating the height of the existing sound barrier?

1

Regards,
Florin Tiru
(714) 307-3968


Sent from my Alienware 14

Response to Comment Letter PC-11

Comment PC-11-1

Soundwalls 255, 271, and 311 were considered for the southbound side of I-405 between Jeffrey Road and Culver Drive. Soundwall 255 is feasible and reasonable and is recommended for construction. Soundwalls 271 and 311 are not reasonable because the walls would not achieve the design goal of at least 7.0 dB of noise reduction at one or more benefited receptors. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H.

Comment Letter PC-12**Shelley, Scott@DOT**

From: Garo Agopian <garo.agopian@cox.net>
Sent: Thursday, December 14, 2017 7:30 AM
To: D12.405-South-Improvement-Project@DOT
Subject: I-405 expansion b/w culver and Jeffrey

Hello,

I live on cypress tree lane in Irvine and the noise from the freeway is way too high, during Santa Ana winds it feels like we are sitting in the middle of the freeway. With the expansionist will get worse, I suggest you visit us on such a day. Please change the wall height

Garo Agopian
 23 cypress tree lane

Response to Comment Letter PC-12**Comment PC-12-1**

Soundwall 311 was considered for the southbound side of I-405 between Jeffrey Road and Culver Drive. Soundwall 311 is not reasonable because the wall would not achieve the design goal of at least 7.0 dB of noise reduction at one or more benefited receptors. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H.

Comment Letter PC-13

From: Jaime Lucove
To: D12.405-South-Improvement-Project@DOT
Subject: Sound wall
Date: Sunday, December 17, 2017 1:28:18 PM

Hi I am a home owner in University Park at 21 Satinwood Way. I am writing to request a sound wall installed on 405 to combat increased noise due to highway changes. Thank you. Jaime Lucove

Sent from my iPhone

Response to Comment Letter PC-13**Comment PC-13-1**

Soundwall 311 was considered for the southbound side of I-405 between Jeffrey Road and Culver Drive. Soundwall 311 is not reasonable because the wall would not achieve the design goal of at least 7.0 dB of noise reduction at one or more benefited receptors. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H.

Comment Letter PC-14

Shelley, Scott@DOT

From: JAN RAINBIRD <jan.rainbird@cox.net>
Sent: Thursday, November 30, 2017 9:47 AM
To: D12.405-South-Improvement-Project@DOT
Subject: Freeway widening, Culver at 405

Dear Sir/Madam:

I am a long term resident who lives close to the Culver on ramp for the southbound 405. For some years now, I have noticed an ever increasing amount of traffic noise that I can often hear in my living room.

Now, apparently, it is about to get worse. As it is now, when weather conditions are right, I may as well be living on the on ramp. You may think I am exaggerating for effect, but I assure you I am on point. If anyone wants to come and listen, he or she is more than welcome.

I understand that further noise abatement procedures are being considered. I urge you to take all applicable action to safeguard a semblance of peace and quite in our neighborhood.

Very truly yours,

Jan Rainbird

10 Hopkins

Irvine, CA 92612

Response to Comment Letter PC-14

Comment PC-14-1

Soundwall 311 was considered for the southbound side of I-405 between Jeffrey Road and Culver Drive. Soundwall 311 is not reasonable because the wall would not achieve the design goal of at least 7.0 dB of noise reduction at one or more benefited receptors. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H.

Comment Letter PC-15

Shelley, Scott@DOT

From: Judy Kramer <jb-kramer@cox.net>
Sent: Thursday, December 14, 2017 3:55 PM
To: D12.405-South-Improvement-Project@DOT
Subject: 1-405 South Improvement Project Public Comment

To Whom it may concern:

I've attended the hearing last week at University Community Center. Thank you for your display.

We like the alternate #2; however we still need to improve the sound wall especially on the south side of 405 from Culver to University. I know you have said that the noise is minimum now, but it is not at all with increasing number of cars and trucks going by. We need an updated new technology sound wall in that area. That will definitely satisfy all of the neighbors here at University Park. Thank you very much.

Judy and Scott Kramer

Response to Comment Letter PC-15

Comment PC-15-1

The commenter's support of the proposed project Build Alternative 2 has been documented as part of the public record and considered in the decision-making process. Soundwalls 255, 271, and 311 were considered for the southbound side of I-405 between Jeffrey Road and Culver Drive. Soundwall 255 is feasible and reasonable and is recommended for construction. Soundwall 271 and 311 are not reasonable because the walls would not achieve the design goal of at least 7.0 dB of noise reduction at one or more benefited receptors. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H.

Comment Letter PC-16**Shelley, Scott@DOT**

From: Laura Chaverri <lmchaverri@gmail.com>
Sent: Wednesday, November 15, 2017 7:11 PM
To: D12.405-South-Improvement-Project@DOT
Subject: Comment on I-405 South Improvement

Hello

I would like to ask if there will be reinforcement of the sound walls. I live on Candleberry in the Terrace, 2 houses away from the 405 and I have noticed it seems like the new southbound lane will push into the current landscaping border. I am concerned about increasing the already excessive sound we need to deal with. } 1

Laura Chaverri M.D.
 17232 Candleberry
 Irvine

Comment Letter PC-17**Shelley, Scott@DOT**

From: lorakrm@gmail.com
Sent: Tuesday, December 12, 2017 9:22 PM
To: D12.405-South-Improvement-Project@DOT
Subject: Sound Barrier Wall - Irvine between Culver and University

Hello,

I have lived in University Park for 6 years and the traffic noise from the 405 is terrible, especially in the evening. With the expansion of the 405 this noise is going to increase - Caltrans needs to build a large sound wall barrier to protect our homes. } 1

Thank you,
 Home owner
 Karol Mundt
 4701 Royce Rd
 Irvine Ca 92612

Sent from my iPad

Response to Comment Letter PC-16**Comment PC-16-1**

Soundwall 271 was considered for the southbound side of I-405 between Jeffrey Road and Yale Avenue. Soundwall 271 is not reasonable because the wall would not achieve the design goal of at least 7.0 dB of noise reduction at one or more benefited receptors. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H.

Response to Comment Letter PC-17**Comment PC-17-1**

Soundwalls 255, 271, and 311 were considered for the southbound side of I-405 between Jeffrey Road and Culver Drive. Soundwall 255 is feasible and reasonable and is recommended for construction. Soundwalls 271 and 311 are not reasonable because the walls would not achieve the design goal of at least 7.0 dB of noise reduction at one or more benefited receptors. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H.

Comment Letter PC-18

From: P.Sheldon
To: D12.405-South-Improvement-Project@DOT
Subject: 405 Sound Wall improvements for Irvine
Date: Friday, December 15, 2017 6:05:37 PM

Hello,

We live in Irvine, about 1/4 mile from the 405, south side, on Gillman Street. Even at the current volume of traffic, the noise from the freeway is too much. The existing sound wall does not keep enough noise out of our community. We have to keep our windows closed just to watch TV or have conversations during some hours. The only time the sound is not so bad is when there is so much traffic that the cars move slowly enough that the noise is actually lower. I can only imagine how bad it is for the folks who are even closer to the freeway.

With the addition of 4 lanes of traffic, the noise will be much, much worse. Please improve/replace the existing sound walls.

thank you,
Phill Sheldon

Response to Comment Letter PC-18

Comment PC-18-1

Soundwalls 255, 271, and 311 were considered for the southbound side of I-405 between Jeffrey Road and Culver Drive. Soundwall 255 is feasible and reasonable and is recommended for construction. Soundwalls 271 and 311 are not reasonable because the walls would not achieve the design goal of at least 7.0 dB of noise reduction at one or more benefited receptors. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H.

Comment Letter PC-19

Shelley, Scott@DOT

From: Yumiko <yumiko226@gmail.com>
Sent: Thursday, December 14, 2017 10:19 PM
To: D12.405-South-Improvement-Project@DOT
Subject: I-405 (I-5 to SR-55) expansion

I am a homeowner in the Woodbridge community adjacent to the 405 freeway between Jeffrey and Culver(Shadowleaf). I understand that from the public hearing held on December 5, 2017 (which I was unable to attend), the freeway expansion project does not currently include plans to build a sound wall or other forms of barriers along our community.

As a homeowner with a young child, I would like to voice my deep concern of the freeway expansion resulting in increased noise levels & worsening of air quality around our neighborhood. I understand the need for increased capacity along the 405 to accommodate the never ending increase of commuters in and around Irvine, however, without any barriers, the project will most likely negatively impact us who own homes in close proximity to the freeway. The noise level currently is already high and the additional capacity will most likely further increase the noise.

I am requesting consideration of building a sound barrier or some alternative form of a barrier specifically along the freeway onramp from Jeffrey to the I-405 northbound along the Woodbridge community, which will hopefully minimize the negative impact of the expansion for the homeowners while simultaneously allowing the freeway to allow more traffic flow. Without any mitigations being considered for the homeowners, I will not be supportive of the expansion project.

Thank you for your consideration,

Best Regards,

Yumiko Miyake

Response to Comment Letter PC-19

Comment PC-19-1

The commenter's request to consider a soundwall along the northbound I-405 Jeffrey Road on-ramp is consistent with proposed Soundwall 258. Soundwall 258 is feasible but not reasonable due to cost. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H.

Air quality and the potential for impacts from pollutants are discussed in Section 2.2.6 of the IS/EA to the extent that current scientific information allows. A qualitative assessment of impacts was performed. Please see *Common Responses – Air Quality* and *Common Response – Health Risks* for more information.

Comment Letter PC-20

Shelley, Scott@DOT

From: Francis Cronin <bombpop13@yahoo.com>
Sent: Tuesday, December 12, 2017 3:44 PM
To: D12.405-South-Improvement-Project@DOT
Subject: 405 expansion noise wall

To whom it may concern,

As a resident of 4039 Germainder Way in Irvine, I request that measures are taken to deal with the increased noise and exhaust resulting from the expansion of the 405 between Culver and Jeffrey.

Regards,

Francis Cronin
 4039 Germainder Way
 Irvine 92612
 949-433-8822

Response to Comment Letter PC-20

Comment PC-20-1

Soundwalls 255, 258, 266, 271, 272, 311, and 322 were considered for the northbound and southbound sides of I-405 between Jeffrey Road and Culver Drive. Soundwalls 255 and 322 are feasible and reasonable and recommended for construction. Soundwalls 258 and 272 are feasible but not reasonable due to cost. Soundwall 266 is feasible but not reasonable based on the results of the residential viewpoint survey. Soundwalls 271 and 311 are not reasonable because the walls would not achieve the design goal of at least 7.0 dB of noise reduction at one or more benefited receptors. Please see Section 2.2.7 of the IS/EA for

more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H. Air quality and the potential for impacts from pollutants are discussed in Section 2.2.6 of the IS/EA to the extent that current scientific information allows. A qualitative assessment of impacts was performed. Please see *Common Responses – Air Quality* and *Common Response – Health Risks*.

Comment Letter PC-21

Shelley, Scott@DOT

From: Carol Tipper <ctipper2@icloud.com>
Sent: Monday, December 04, 2017 5:26 PM
To: D12.405-South-Improvement-Project@DOT
Subject: Sound wall

To whom it may concern,

I have a request for our health, safety and comfort.

I live in University Park in Irvine. I understand that the 405 freeway that runs adjacent to our neighborhood and also Rancho Intermediate School is scheduled to be widened. The wider freeway will increase noise and pollution in our neighborhood and school.

There is currently a 14 foot soundwall as a barrier for the noise and pollution. That will not be enough to protect our neighborhood from the increased noise and pollution.

Please increase the soundwall height to 18 feet between the 405 freeway and University Park. That is what we need to protect our health, safety and comfort.

Thank You.

Carol Tipper
ctipper@cox.net
ctipper2@icloud.com

My cox.net email is now being forwarded to the icloud.com email.
 You can use either email and I will get it.

Response to Comment Letter PC-21

Comment PC-21-1

Soundwalls 255, 271, and 311 were considered for the southbound side of I-405 between Jeffrey Road and Culver Drive. Soundwall 255 is feasible and reasonable and is recommended for construction. Soundwalls 271 and 311 are not reasonable because the walls would not achieve the design goal of at least 7.0 dB of noise reduction at one or more benefited receptors. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H. Air quality and the potential for impacts from pollutants are discussed in Section 2.2.6 of the IS/EA to the extent that current scientific information allows. A qualitative assessment of impacts was performed. Please see *Common Responses – Air Quality* and *Common Response – Health Risks*.

Comment Letter PC-22

Shelley, Scott@DOT

From: Carolyn Owuor <cowuor0502@icloud.com>
Sent: Sunday, December 17, 2017 4:39 PM
To: D12.405-South-Improvement-Project@DOT
Subject: Sound wall

Dear Sir/Madam: It was so disheartening to read that there are no plans at this time to build a sound wall between Culver and Jeffrey to protect homeowners and renters from the noise and pollution resulting from the expansion of the 405 Freeway. Please reconsider and do the right thing and build sufficient sound wall to protect us from further noise pollution. }

Yours truly,
/Carolyn Owuor

Sent from my iPhone

Response to Comment Letter PC-22

Comment PC-22-1

Soundwalls 255, 258, 266, 271, 272, 311, and 322 were considered for the northbound and southbound sides of I-405 between Jeffrey Road and Culver Drive. Soundwalls 255 and 322 are feasible and reasonable and recommended for construction. Soundwalls 258 and 272 are feasible but not reasonable due to cost. Soundwall 266 is feasible but not reasonable based on the results of the residential viewpoint survey. Soundwalls 271 and 311 are not reasonable because the walls would not achieve the design goal of at least 7.0 dB of noise reduction at one or more benefited receptors. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H. Air quality and the potential for impacts from pollutants are discussed in Section 2.2.6 of the IS/EA to the extent that current scientific information allows. A qualitative assessment of impacts was performed. Please see *Common Responses – Air Quality* and *Common Response – Health Risks*.

Comment Letter PC-23

Shelley, Scott@DOT

From: Cindy TATU <nightking328@yahoo.com>
Sent: Tuesday, December 12, 2017 11:03 PM
To: D12.405-South-Improvement-Project@DOT
Subject: Wall culver to Jeffrey

We need a wall!!! The noise from the freeway has gotten worse over the past 30 years since I have lived in university park!! It sounds like the freeway is in my backyard and on live by the elementary school!
 We so much more traffic day and night the pollution has also gotten worse! Your killing my husband with his asthma...
 What are going to do about it!!!
 Concerned citizen!
 Cindy
 Sent from my iPhone

1

Response to Comment Letter PC-23

Comment PC-23-1

Soundwalls 255, 258, 266, 271, 272, 311, and 322 were considered for the northbound and southbound sides of I-405 between Jeffrey Road and Culver Drive. Soundwalls 255 and 322 are feasible and reasonable and recommended for construction. Soundwalls 258 and 272 are feasible but not reasonable due to cost. Soundwall 266 is feasible but not reasonable based on the results of the residential viewpoint survey. Soundwalls 271 and 311 are not reasonable because the walls would not achieve the design goal of at least 7.0 dB of noise reduction at one or more benefited receptors. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H. Air quality and the potential for impacts from pollutants are discussed in Section 2.2.6 of the IS/EA to the extent that current scientific information allows. A qualitative assessment of impacts was performed. Please see *Common Responses – Air Quality* and *Common Response – Health Risks*.

Comment Letter PC-24

Shelley, Scott@DOT

From: copley3@cox.net
Sent: Wednesday, December 13, 2017 7:01 PM
To: D12.405-South-Improvement-Project@DOT
Subject: 1-405 South Improvement Project Public Comment

Importance: High

To whom it may concern,

Please consider additional noise abatement activities / construction at site receptors R4.17, R4.18, R4.19 locations. Per your documentation, we are currently measured at 67.2 (dBA) which is considered at the top-end of tolerable levels. When we moved into the area we accepted this condition. However, with the additional lanes and traffic this will increase the noise, dirt, dust and other pollutants in the environment where we live.

1

In the testing results published, it indicates that increasing the wall height would only be marginally impactful at mitigating the additional noise. This is completely unintuitive. We respectfully request that you consider additional noise abatement construction in this area so that the freeway expansion does not injure this neighborhood. If you have any questions or comments, please let me know.

Thanks,
 Gordon Copley
 15 Cypress Tree Lane
 Irvine, CA 92612
 (714) 328-5155

Response to Comment Letter PC-24

Comment PC-24-1

Soundwall 311 was considered for the site of Receptors R4.17, R4.18, and R4.19 between Jeffrey Road and Culver Drive in accordance with Caltrans' Traffic Noise Analysis Protocol. The soundwall is not reasonable because the wall would not achieve the design goal of at least 7.0 dB of noise reduction at one or more benefited receptors. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H. Air quality and the potential for impacts from pollutants are discussed in Section 2.2.6 of the IS/EA to the extent that current scientific information allows. A qualitative assessment of impacts was performed. Please see ***Common Responses – Air Quality*** and ***Common Response - Health Risks***.

Comment Letter PC-25

Shelley, Scott@DOT

From: Jennifer Parzakonis <jen.parzakonis@gmail.com>
Sent: Friday, November 24, 2017 7:33 PM
To: D12.405-South-Improvement-Project@DOT; donaldwagner@cityofirvine.org; lynnhott@cityofirvine.org; jeffreyalloway@cityofirvine.org; christinashea@cityofirvine.org; iraglasky@iusd.org; sharonwallin@iusd.org; paulbokota@iusd.org; laurenbrooks@iusd.org; bettycarroll@iusd.org; Spitzer, Todd@CDSS-Contacts
Cc: Tom Parzakonis
Subject: Request - Add additional noise abatement to Segment 4

Hello...

We are writing to express our concerns surrounding the increase in noise levels due to the freeway expansion by our home. We own a home at 6 Almond Tree LN, Irvine, CA 92612. Our request is you add additional noise abatement to the entire length of the southbound side of Segment 4. We agree with everything in the email below from our HOA regarding these changes and hope you will hear our concerns. The sound levels and pollution will greatly diminish our quality of life with our 2 small children. As it is the freeway sounds are already too loud and we can only imagine the increased noise pollution from the extra lanes to come. } 1

Kind Regards,

Jen and Tom Parzakonis

(949) 784-9364

----- Forwarded message -----
From: George Ross <george@vpca.net>
Date: Wed, Nov 22, 2017 at 3:56 PM
Subject: Village Park Community Association eMail Bulletin
To: Tom Parzakonis <tomparzakonis@gmail.com>

A message from VPCHA

Raise the Sound Wall!



The widening of the 405 is happening and will increase the noise in University Park.

Comment Letter PC-25 (Continued)

Making the wall taller will minimize the effect of the extra lane on noise and other pollutions.

The present wall is 14 feet . Increasing it to 16 - 18 feet will help.

One issue you might find important enough to engage yourself with is that the current plans for noise abatement along southbound side of Segment 4 (the southbound side of 405 between University Drive and Culver Drive) will not adequately reduce increased noise levels that would result from the Alt 2 or Alt 3 scenarios.

This stems from reading the [Noise Study Report](#) and the [Noise Abatement Decision Report](#), both available on the project website at www.dot.ca.gov/d12/DEA/405/0K710. The two report files are very large in Megabytes so they cannot be shared via email easily.

Specifically, on p.64 of the .pdf (p. 48 in the footer) of the [Noise Study Report](#) the author reports that many locations along the entire length of the southbound side of Segment 4 will approach or exceed noise abatement criteria and recommends additional noise abatement for the southbound side of Segment 4 be considered by the project. Here is the excerpt:

7.2.1.4. SEGMENT 4 – JEFFREY ROAD/UNIVERSITY DRIVE TO CULVER ROAD

Existing traffic noise levels in Segment 4 range from 58.6 to 73.7 dBA for Receptors

R4.1 through R4.53. The future predicted traffic noise levels in Segment 4 ranged from

59.6 to 74.7 dBA. Traffic noise would approach or exceed the NAC for Activity

Category B at 59 receptors representing 15 single-family residences, 80 multi-family

residences, and four residential recreation outdoor use areas. The track and field / playing

field area of the Rancho San Joaquin Middle School would also exceed the NAC for

Activity Category C and would be considered impacted by traffic noise.

Although there are several existing soundwalls within Segment 4, predicted future peak

hour traffic noise would approach or exceed the NAC at many locations; therefore,

consideration of additional noise abatement is required. Table B-4 in Appendix B shows

the existing and future noise levels for Segment 4 with Alternative 2.

However, on p. 34 and p. 38 of the .pdf (p. 26 and p. 30 in the footer) in the [Noise Abatement Decision Report](#), the proposal is to only add noise abatement to a small length of the southbound side of Segment 4, starting from University Drive along the southbound side of the University Drive off-ramp for 660 feet. (See p. 119 of the .pdf for a drawing of the proposal). Even though there is an existing 14 foot sound wall along this segment, it is not enough to overcome the anticipated noise increases which the noise study says would approach or exceed the noise abatement criteria.

Comment Letter PC-25 (Continued)

Please take a moment to review the environmental documents located on the project website and seriously consider submitting written comments during the public comment period. The website seems to work better using Internet Explorer browser. If you do decide to comment and agree with the position of this email, make sure you identify that you are commenting on the need to add additional noise abatement to the entire length of the southbound side of Segment 4.

Contact Cal Trans, City Council members and IUSD School Board Members

Get on record before December 15 Public Comment Deadline. Send your comments & concerns to:

1. Scott Shelley, Associate Environmental Planner, California Department of Transportation, District 12, Division of Environmental Analysis, [1750 East 4th Street, Santa Ana, CA 92705](#) or via e-mail to: D12.405-South-Improvement-Project@dot.ca.gov
2. Members of the City Council
 - a. Mayor Don Wagner (donaldwagner@cityofirvine.org)
 - b. Mayor Pro Tem Lynn Schott (lynnschott@cityofirvine.org)
 - c. Councilmember Melissa Fox (melissafox@cityofirvine.org)
 - d. Councilmember Jeff Lalloway (jeffreylalloway@cityofirvine.org)
 - e. Councilmember Christina Shea (christinashea@cityofirvine.org)
3. Members of the Irvine Unified School District School Board (Emphasize Rancho Intermediate School – and dangers to our young students)
 - a. President Ira Glasky (iraglasky@iUSD.org)
 - b. Sharon Wallin (sharonwallin@iUSD.org)
 - c. Paul Bokota (paulbokota@iUSD.org)
 - d. Lauren Brooks (laurenbrooks@iUSD.org)
 - e. Betty Carroll (bettycarroll@iUSD.org)
4. Orange County Board of Supervisor 3rd District Todd Spitzer (Todd.Spitzer@ocgov.com)

Spread the word: Forward this to all of your University Park & Woodbridge friends.

Please click [HERE](#) to visit the Village Park Community Association web site.

Response to Comment Letter PC-25

Comment PC-25-1

Soundwalls 255, 271, and 311 were considered for the southbound side of I-405 between Jeffrey Road and Culver Drive. Soundwall 255 is feasible and reasonable and is recommended for construction. Soundwalls 271 and 311 are not reasonable because the walls would not achieve the design goal of at least 7.0 dB of noise reduction at one or more benefited receptors. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H. Air quality and the potential for impacts from pollutants are discussed in Section 2.2.6 of the IS/EA to the extent that current scientific information allows. A qualitative assessment of impacts was performed. Please see *Common Responses – Air Quality* and *Common Response – Health Risks*.

Comment Letter PC-26

Shelley, Scott@DOT

From: Judith Gass <judith@nichehc.com>
Sent: Wednesday, December 13, 2017 11:13 AM
To: D12.405-South-Improvement-Project@DOT
Subject: Sound Barrier Improvement

I am writing this email to share concern over the lack of additional sound and air pollution barriers along this freeway expansion project. Specifically along 405 from Culver Drive to Jeffery, even to Sand Canyon.

The current sound wall is insufficient. Especially since many of the trees were removed. I live further up the hill and not directly next the freeway and we can hear the sound of the traffic NOW!

You have GOT TO IMPROVE the sound barrier. This will negatively affect the home adjacent to the freeway, as well as homes further up the hill.

Kind regards,
Judith Gass
Homeowner
19 Blessing
Irvine CA 92612

1

Response to Comment Letter PC-26

Comment PC-26-1

Soundwalls along the project corridor were analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H. Air quality and the potential for impacts from pollutants are discussed in Section 2.2.6 of the IS/EA to the extent that current scientific information allows. A qualitative assessment of impacts was performed. Please see *Common Responses – Air Quality* and *Common Response – Health Risks*.

Comment Letter PC-27

Shelley, Scott@DOT

From: justine loh <justine_loh@yahoo.com>
Sent: Tuesday, December 12, 2017 7:06 AM
To: D12.405-South-Improvement-Project@DOT
Subject: MUST build a sound wall on south 405 freeway between Culver and Jeffrey

Dear Caltran,

We're the residents and owners in 8 Iron Bark Way, Irvine, CA 92612. There are serious noise and pollution resulting from 405 Freeway to residents in Iron Bark Way and communities next to south 405 freeway between Culver and Jeffrey. Caltran must build a sound wall on south 405 freeway between Culver and Jeffrey to reduce it. } 1

Thanks!

Residents and owners in 8 Iron Bark Way/Irvine, CA 92612

Comment Letter PC-28

Shelley, Scott@DOT

From: larryabrose@gmail.com
Sent: Sunday, November 26, 2017 11:25 AM
To: D12.405-South-Improvement-Project@DOT
Subject: Add 2 feet to 405 freeway Segment 4

As a resident 500 feet from the 405 freeway at 17 Almond Tree, Irvine, I encourage the addition of at least 2 feet to Segment 4 sound barrier to reduce traffic noise which has already increased dramatically since I first moved in 25 years ago. I hope it can reduce some of the pollution that affects our neighborhood health too. Thank you, Lawrence Brose } 1

Sent from [Mail](#) for Windows 10

Response to Comment Letter PC-27

Comment PC-27-1

Soundwalls 255, 258, 266, 271, 272, 311, and 322 were considered for the northbound and southbound sides of I-405 between Jeffrey Road and Culver Drive. Soundwalls 255 and 322 are feasible and reasonable and recommended for construction. Soundwalls 258 and 272 are feasible but not reasonable due to cost. Soundwall 266 is feasible but not reasonable based on the results of the residential viewpoint survey. Soundwalls 271 and 311 are not reasonable because the walls would not achieve the design goal of at least 7.0 dB of noise reduction at one or more benefited receptors. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H. Air quality and the potential for impacts from pollutants are discussed in Section 2.2.6 of the IS/EA to the extent that current scientific information allows. A qualitative assessment of impacts was performed. Please see *Common Responses – Air Quality* and *Common Response – Health Risks*.

Response to Comment Letter PC-28

Comment PC-28-1

Soundwalls 255, 271, and 311 were considered for the southbound side of I-405 between Jeffrey Road and Culver Drive. Soundwall 255 is feasible and reasonable and is recommended for construction. Soundwalls 271 and 311 are not reasonable because the walls would not achieve the design goal of at least 7.0 dB of noise reduction at one or more benefited receptors. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H. Air quality and the potential for impacts from pollutants are discussed in Section 2.2.6 of the IS/EA to the extent that current scientific information allows. A qualitative assessment of impacts was performed. Please see *Common Responses – Air Quality* and *Common Response – Health Risks*.

Comment Letter PC-29

Shelley, Scott@DOT

From: nh8@cox.net
Sent: Thursday, December 14, 2017 10:07 PM
To: D12.405-South-Improvement-Project@DOT
Subject: Raise the Wall (405 Expansion)

To whom it may concern,

Regarding the planned expansion of the 405 freeway. Please raise the noise abatement wall height from 14 feet to 18 feet on the southbound side of the 405 freeway between University Drive and Culver Drive. By raising the wall height you will help protect the neighborhood children from vehicle noise and pollution.

We recently moved to the University Park neighborhood because of its good schools and peaceful environment. Expanding the 405 freeway will bring pollution and noise to our community. Although our community has a 14 foot noise abatement wall, the Noise Study Report shows that raising the existing wall to 18 feet will help reduce the added noise from the planned 405 freeway expansion.

Consider the health risks for the University Park neighborhood residents when expanding the 405 freeway. Please raise the noise abatement wall height from 14 feet to 18 feet on the southbound side of the 405 freeway between University Drive and Culver Drive. We will remember your support.

Sincerely,

Claire, Nathan, Collin (10), and Audrey Hiller (7)

Response to Comment Letter PC-29

Comment PC-29-1

Soundwalls 255, 271, and 311 were considered for the southbound side of I-405 between Jeffrey Road and Culver Drive. Soundwall 255 is feasible and reasonable and is recommended for construction. Soundwalls 271 and 311 are not reasonable because the walls would not achieve the design goal of at least 7.0 dB of noise reduction at one or more benefited receptors. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H. Air quality and the potential for impacts from pollutants are discussed in Section 2.2.6 of the IS/EA to the extent that current scientific information allows. A qualitative

assessment of impacts was performed. Please see *Common Responses – Air Quality* and *Common Response – Health Risks*.

Comment Letter PC-30

Shelley, Scott@DOT

From: Debbie Wadkins <twinz4debbie@gmail.com>
Sent: Thursday, December 14, 2017 6:21 AM
To: D12.405-South-Improvement-Project@DOT
Subject: Irvine Soundwall

Hello, I live on Greenmoor in Irvine and am requesting a soundwall for the 405 expansion. This expansion will significantly impact my property value and quality of life. I implore you provide a sound wall.

Concerned taxpayer, Debbie Wadkins
67 Greenmoor
Irvine CA 92614

Sent from my iPhone

Response to Comment Letter PC-30

Comment PC-30-1

Soundwalls 258 and 266 were considered for the northbound side of I-405 between Jeffrey Road and Yale Avenue. Soundwall 258 is feasible but not reasonable due to cost. Soundwall 266 is feasible but not reasonable based on the results of the residential viewpoint survey. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H. Regarding the project's influence on property values, please see *Common Response – Property Values*.

Comment Letter PC-31

From: [Giffin Family](#)
 To: [D12.405-South-Improvement-Project@DOT](#)
 Subject: Comment
 Date: Tuesday, December 26, 2017 10:02:42 AM

Somehow I have not heard of this project until now and I live very close to the 405 freeway! I did not know of the public meeting or the chance to comment until the dates had already passed. My opinion as well as that of all my neighbors is that our neighborhood has declined significantly due to freeway noise. It never goes away. Sometimes it is so loud that it's hard to talk to someone outside and be heard. WE NEED A SOUND WALL so that the village of Woodbridge in Irvine is protected. You cannot add two to four more lanes and not put in a very good sound wall...we will suffer as will our property values.

Sincerely,
 Melissa Giffin
 6 Racing Wind
 Irvine CA 92614

Response to Comment Letter PC-31

Comment PC-31-1

Soundwalls 258, 266, 272, and 322 were considered for the northbound side of I-405 between Jeffrey Road and Culver Drive. Soundwalls 258 and 272 are feasible but not reasonable due to cost. Soundwall 266 is feasible but not reasonable based on the results of the residential viewpoint survey. Soundwall 322 is feasible and reasonable and is recommended for construction. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H. Regarding the project's influence on property values, please see *Common Response – Property Values*.

Comment Letter PC-32

Shelley, Scott@DOT

From: Bill Penzo <wrpenzo@gmail.com>
 Sent: Tuesday, December 12, 2017 2:53 PM
 To: D12.405-South-Improvement-Project@DOT
 Subject: 405 Freeway Sound Wall - Please Note!

To Whom It May Concern,

My name is William Penzo; my wife Patricia and I are the homeowners at 17 Rockrose Way in Irvine. We have proudly lived in Irvine since 1987, and owned this home since 1998.

We have always been subject to noise from the adjacent 405 freeway, noise which has progressively gotten worse over the years as our population has expanded and freeway utilization has increased.

I received notice today from a neighbor that there is no current plan to enhance the present soundwall in association with the freeway expansion. This will subject us to even more noise, and more pollution. It will also undoubtedly affect our home values.

I ask you to reevaluate this point; as this noise affects our community and our health. I am confident that if you are able to properly analyze current noise levels and project future noise levels, you will come to the same conclusion.

Thank you,

Bill and Patricia Penzo
 17 Rockrose Way
 Irvine, CA 92612
 Cell: (949) 394-8796

Response to Comment Letter PC-32

Comment PC-32-1

Soundwall 311 was considered for the southbound side of I-405 between Jeffrey Road and Culver Drive. Soundwall 311 is not reasonable because the wall would not achieve the design goal of at least 7.0 dB of noise reduction at one or more benefited receptors. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H. Air quality and the potential for impacts from pollutants are discussed in Section 2.2.6 of the IS/EA to the extent that current scientific information allows. A qualitative assessment of impacts was

performed. Please see *Common Responses – Air Quality* and *Common Response – Health Risks*. Regarding the project’s influence on property values, please see *Common Response – Property Values*.

Comment Letter PC-33

Shelley, Scott@DOT

From: Davi Loren <dloren@mac.com>
Sent: Saturday, December 16, 2017 12:18 AM
To: D12.405-South-Improvement-Project@DOT
Subject: Soundwall between Culver and Jeffrey

As a resident of the Terrace Community, I am writing to ask you to please, please, PLEASE construct a sound wall to cut down on the extra noise and pollution resulting from the expansion of the 405. The noise is already a significant problem, and any increase will not only reduce the value of our homes, it will also make it even harder to sleep at night! We should be able to open the windows in our own homes without having to contend with more noise and pollution.

Please, if it were *your* home and *your* neighborhood, the place where you raise your children or care for your aging parents, wouldn't you want a wall too?

Thank you for considering this request.

Davi Loren
31 Dogwood South
Irvine 92612

Response to Comment Letter PC-33

Comment PC-33-1

Soundwall 271 was considered for the southbound side of I-405 between Jeffrey Road and Yale Avenue. Soundwall 271 is not reasonable because the wall would not achieve the design goal of at least 7.0 dB of noise reduction at one or more benefited receptors. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H. Air quality and the potential for impacts from pollutants are discussed in Section 2.2.6 of the IS/EA to the extent that current scientific

information allows. A qualitative assessment of impacts was performed. Please see *Common Responses – Air Quality* and *Common Response – Health Risks*. Regarding the project’s influence on property values, please see *Common Response – Property Values*.

Comment Letter PC-34

Shelley, Scott@DOT

From: Deborah Barnum <debbiebarnum@icloud.com>
Sent: Tuesday, December 12, 2017 3:35 PM
To: D12.405-South-Improvement-Project@DOT
Subject: Fwy expansion and no sound wall??!!

To whom it may concern,

I live at 1 Mandrake Way in Irvine, 92612. The 405 is being expanded in our area. Has anyone who lives in our area agreed that we don't need a sound wall? If you don't live here, you shouldn't be making that decision.

The freeway is already too noisy with the little sound protection we have. Yet the freeway expansion is not going to include a large sound protection wall? Property values will go down. Do you want a lawsuit? You have the responsibility to protect property owners and citizens living near the freeway from noise pollution and environmental pollution emanating from that freeway, and a fiduciary obligation to protect, as much as possible, the value of the property through which this freeway proceeds.

Please include a sound wall in this improvement!

Thank you,
DB

Deborah Barnum
Attorney at Law
1000 Quail Street
Suite 110
Newport Beach, CA 92660
Mobile: (949) 933-9525

Response to Comment Letter PC-34

Comment PC-34-1

Soundwalls along the project corridor were analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H. Air quality and the potential for impacts from pollutants are discussed in Section 2.2.6 of the IS/EA to the extent that current scientific information allows. A qualitative

assessment of impacts was performed. Please see *Common Responses – Air Quality* and *Common Response – Health Risks*. Regarding the project's influence on property values, please see *Common Response – Property Values*.

Comment Letter PC-35

Shelley, Scott@DOT

From: Golrokh Khatibloo <goli3@cox.net>
Sent: Monday, November 27, 2017 10:20 PM
To: D12.405-South-Improvement-Project@DOT
Cc: donaldwagner@cityofirvine.org; lynnschott@cityofirvine.org; melissafox@cityofirvine.org; jeffreylalloway@cityofirvine.org; christineshea@cityofirvine.org; iraglasky@iusd.org; sharonwallin@iusd.org; paulbokota@iusd.org; laurenbrooks@iusd.org; bettycarroll@iusd.org; Spitzer, Todd@CDSS-Contacts
Subject: 405 widening

To: California Department of Transportation, District 12, Irvine City Council members, and Irvine Unified School District Board of Education

My husband and I chose to live in University Park 18 years ago because of the relative peace and quiet, as well as the quality of life it has to offer. The widening of the 405 freeway will impact noise levels and reduce the level and quality of life to which we have become accustomed. Property values will decrease, and good, hard working people will suffer financially, mentally, emotionally, and socially.

Increasing the number of lanes on the 405 freeway, Segment 4 (Culver to University), will bring increased noise to University Park. Lack of noise abatement along the entire length of southbound Segment 4 will bring about health problems and decrease the quality of life in Irvine's first village. It is important for the quality of life that noise abatement be included in your plans.

Please seriously consider including noise abatement for the entire length of the southbound side of Segment 4 in your plans. Thank you for your time.

Regards,
 Goli Khatibloo
 Registered Persian Interpreter #700529
 (949) 394-1452

Response to Comment Letter PC-35

Comment PC-35-1

The commenter's concern regarding the environmental and noise footprint of the project have been documented as part of the public

record. Noise impacts are analyzed and soundwalls are recommended in accordance with Caltrans' *Traffic Noise Analysis Protocol*. Please see *Common Response – Noise/Noise Analysis*. Soundwalls 255, 271, and 311 were considered for the southbound side of I-405 between Jeffrey Road and Culver Drive. Soundwall 255 is feasible and reasonable and is recommended for construction. Soundwalls 271 and 311 are not reasonable because the walls would not achieve the design goal of at least 7.0 dB of noise reduction at one or more benefited receptors. Please see Section 2.2.7 of the IS/EA for more information.

Regarding the project's influence on property values, please see *Common Response – Property Values*.

Comment Letter PC-C36

Shelley, Scott@DOT

From: Joanne Tatham <joannetatham@cox.net>
Sent: Monday, December 11, 2017 2:00 PM
To: D12.405-South-Improvement-Project@DOT
Subject: Freeway noise

I live in University Park in Irvine a block from the expanded #405 Freeway. They haven't even opened the new lane and the noise is horrible. It is very disappointing to lose our quiet community and to see our property values go down. We really need a wall and it is hard to understand why you would do this to us.

Sincerely,

Joanne Tatham

 This email has been checked for viruses by AVG.
<http://www.avg.com>

Response to Comment Letter PC-36

Comment PC-36-1

Soundwalls 255, 271, and 311 were considered for the southbound side of I-405 between Jeffrey Road and Culver Drive. Soundwall 255

is feasible and reasonable and is recommended for construction. Soundwalls 271 and 311 are not reasonable because the walls would not achieve the design goal of at least 7.0 dB of noise reduction at one or more benefited receptors. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls along the project corridor were analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H. Regarding the project's influence on property values, please see ***Common Response – Property Values***.

Comment Letter PC-37

Shelley, Scott@DOT

From: copley3@cox.net
Sent: Saturday, November 25, 2017 11:12 AM
To: D12.405-South-Improvement-Project@DOT
Subject: Noise Abatement Associated with Expanded 405 Freeway

Dear Mr. Shelley,

Please consider an increase in height of the Noise Abatement Wall along the 405 Freeway between Culver and Jeffrey Road in University Park associated with the freeway expansion. As a resident, we appreciate the leadership on the expanded freeway, but fear that without a corresponding adjustment to the noise abatement wall this project will have a significant negative effect on the community. Without the corresponding expansion of the noise abatement wall, we anticipate some significant impact to the community such as:

1. Reduction in home values
2. Increase airborne materials that could impact residents with COPD or asthma conditions
3. Increased dirt and debris
4. Significant increase in what is already a relatively noisy neighborhood due to the freeway traffic

We believe that the extension of the noise abatement wall is simply and completion of the freeway expansion to maintain the neighborhood in the same general condition prior to the freeway enhancement. We appreciate your leadership and please consider our request. If you have any questions or comments, please let us know.

Thank you,
Gordon & Angela Copley
15 Cypress Tree
Irvine, CA 92612

Response to Comment Letter PC-37

Comment PC-37-1

Soundwalls 255, 271, and 311 were considered for the southbound side of I-405 between Jeffrey Road and Culver Drive. Soundwall 255 is feasible and reasonable and is recommended for construction. Soundwalls 271 and 311 are not reasonable because the walls would not achieve the design goal of at least 7.0 dB of noise reduction at one or more benefited receptors. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls along the project corridor were analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H. Air quality and the potential for impacts from pollutants are discussed in Section 2.2.6 of the IS/EA to the extent that current scientific information allows. A qualitative assessment of impacts was performed. Please see ***Common Responses – Air Quality*** and ***Common Response – Health Risks***. Regarding the project's influence on property values, please see ***Common Response – Property Values***.

Comment Letter PC-38**Shelley, Scott@DOT**

From: David Savin <problemsolver7@gmail.com>
Sent: Thursday, December 14, 2017 12:33 PM
To: D12.405-South-Improvement-Project@DOT
Subject: Irvine Freeway expansion

Folks

Please consider a proper sound wall on your freeway expansion between Culver and Jeffrey. The homes along the edge already suffer but now and it will be not only a potential health and safety hazard but will severely hurt property values here more. You would not want to live there I assure you.

--

David Savin[Problemsolver7@gmail.com](mailto:problemsolver7@gmail.com)

People profit from my experience. I solve problems. Let me solve your problem today!

Response to Comment Letter PC-38**Comment PC-38-1**

Soundwalls 255, 258, 266, 271, 272, 311, and 322 were considered for the northbound and southbound sides of I-405 between Jeffrey Road and Culver Drive. Soundwalls 255 and 322 are feasible and reasonable and recommended for construction. Soundwalls 258 and 272 are feasible but not reasonable due to cost. Soundwall 266 is feasible but not reasonable based on the results of the residential viewpoint survey. Soundwalls 271 and 311 are not reasonable because the walls would not achieve the design goal of at least 7.0 dB of noise reduction at one or more benefited receptors. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H. Air quality and the potential for impacts from pollutants are discussed in Section 2.2.6 of the IS/EA to the extent that current scientific information allows. A qualitative

assessment of impacts was performed. Please see *Common Responses – Air Quality* and *Common Response – Health Risks*. Regarding the project's influence on property values, please see *Common Response – Property Values*.

Comment Letter PC-39**Shelley, Scott@DOT**

From: jim.mercer2@gmail.com
Sent: Wednesday, December 13, 2017 8:15 AM
To: D12.405-South-Improvement-Project@DOT
Subject: Culver to Jeffrey 405 expansion

Scott Shelley

We are long term homeowners, 31 years, at 8 Queenswreath Way. We must have additional sound wall protection for our Village One community. The noise now and with the additional lane will only intensify what we currently experience in our neighborhoods. Noise pollution not only adds to daily stress it affects our quality of life. Homeowners in our area have a investment in our homes and see our equity threaten by lower home values due to the 405 as it is. We are all now paying the added gas tax for improvements which should include doing everything possible to curb the noise from freeway expansion into residential neighborhoods. We urge consideration in protecting our neighborhoods from the noise and pollution from the 405.

Thank You and Regards,
 Jim and April Mercer
 8 Queenswreath Way
 Irvine 92612

Sent from [Mail](#) for Windows 10**Response to Comment Letter PC-39****Comment PC-39-1**

Soundwall 311 was considered for the southbound side of I-405 between Jeffrey Road and Culver Drive. Soundwall 311 is not reasonable because the wall would not achieve the design goal of at least 7.0 dB of noise reduction at one or more benefited receptors. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls along the project corridor were analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response –

Noise/Noise Analysis, of Appendix H. Regarding the project's influence on property values, please see *Common Response – Property Values*.

Comment Letter PC-40

Shelley, Scott@DOT

From: Mizzb@cox.net
Sent: Wednesday, December 13, 2017 8:29 PM
To: D12.405-South-Improvement-Project@DOT
Subject: No sound wall ??? 405 lane expansion

This is soooo frustrating....the lane expansion will minimally help the traffic situation but it WILL increase the noise, the pollution and the noise pollution, and it will seriously decrease the value of our homes! The beautiful eucalyptus trees have been removed (which helped deflect sound) and no sound wall will be built to aid in reduction of noise pollution? Really?! My new windows are closed right now but hearing VERY LOUD freeway traffic and it's echoing!!! I am not as close to the construction as some neighbors are but it is UNACCEPTABLE that no sound barrier wall will be built! Everywhere along the freeway, close to residences, you see the tall sound barrier walls that are built and it MUST be done between the Culver and Jeffrey exits.

Birgi Minetzke

Sent from my iPad

Response to Comment Letter PC-40

Comment PC-40-1

Soundwalls along the project corridor were analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, *Common Response – Noise/Noise Analysis*, of Appendix H. Air quality and the potential for impacts from pollutants are discussed in Section 2.2.6 of the IS/EA to the extent that current scientific information allows. A qualitative assessment of impacts was performed. Please see *Common Responses – Air Quality* and *Common Response – Health Risks*. Regarding the project's influence on property values, please see *Common Response – Property Values*.

Comment Letter PC-41

Shelley, Scott@DOT

From: anne liu <anneliu74@yahoo.com>
Sent: Thursday, December 14, 2017 9:17 PM
To: D12.405-South-Improvement-Project@DOT
Cc: anneliu74@yahoo.com
Subject: 405 Frwy Improvement Project

As a 30+ yr resident in Orange County, last 11yrs in Irvine, the traffic has gotten worse over the last 10years. But this 405 Project is NOT the long term solution that is needed. It will considerably add even more congestion during the long construction period, and only provide minimal relief once completed. I vote NO, and am against this project.

Anne Liu

Response to Comment Letter PC-41

Comment PC-41-1

The commenter's opposition to the proposed project has been documented as part of the public record and considered in the decision-making process. As stated in Section 2.1.6.3 of the IS/EA, the project would temporarily affect motor vehicle, bicycle, and pedestrian traffic during construction, and Section 2.1.6.4 identifies measures to avoid and minimize construction-related traffic and circulation effects and minimize impacts to pedestrian and bicycle access. Also, as shown in Section 2.1.6.3 of the IS/EA, the build alternatives are justified in terms of traffic needs.

Comment Letter PC-42

December 13, 2017

Carolyn Lundberg, Homeowner
28 Springflower
Irvine, CA 92614

Mr. Scott Shelley
Associate Environmental Planner
California Department of Transportation, District 12
Division of Environmental Analysis
1750 E. 4th Street, Suite 100
Santa Ana, CA 92705

Dear Mr. Shelley,

Following are my personal concerns and recommendations relative to the pending "I-405 South Improvement Project".

Please consider that I have spent more than 4 hours of my time reading through the .pdf's maps and documents and I met you and Reza Aurasteh, Branch Chief as I attended the Public Hearing on Tuesday, December 5.

According to the proposed project description "The proposed project alternatives would reduce congestion and improve operational efficiency on I-405 between I-5 and State Route 55 (SR-55) through the addition of general purpose(s) and auxiliary lanes."

Based on my research and my conversations with you and Mr. Aurasteh, **there is absolutely no truth to the above statement (e.g. "reduce congestion")**. Mr. Aurasteh even agreed with me on this matter in our conversation! I can cite four of many published articles which support my concern:

"Increasing Highway Capacity Unlikely to Relieve Traffic Congestion" October 2015, UC, Davis

"California's DOT Admits That More Roads Mean More Traffic" November 11, 2015, Eric Jaffe

What's Up With That: Building Bigger Roads Actually Makes Traffic Worse", June 17, 2014, Adam Mann

"The "fundamental rule" of traffic: building new roads just makes people drive more"
By Joseph Stromberg Updated May 18, 2015. Please note the following excerpt from this article as it pertains to the 405 specifically:

Comment Letter PC-42 (Continued)



After years spent widening the interstate 405 freeway in Los Angeles, travel times are slightly slower than before. (Kevork Djansezian/Getty Images)

"For people who are constantly stuck in traffic jams during their commutes, there seems to be an obvious solution: just widen the roads.

This makes intuitive sense. Building new lanes (or new highways entirely) adds capacity to road systems. And traffic, at its root, is a volume problem — there are too many cars trying to use not enough road.

But there's a fundamental problem with this idea. Decades of traffic data across the United States shows that adding new road capacity doesn't actually improve congestion. The latest example of this is the widening of Los Angeles' I-405 freeway, which was completed last May after five years of construction and a cost of over \$1 billion

The data shows that traffic is moving slightly slower now on 405 than before the widening," says Matthew Turner, a Brown University economist."

Scott, et al, I am in total support of reducing congestion on the 405 freeway but none of the proposed alternatives will meet that objective. I also have recommendations to reduce congestion and improve the flow of traffic which would cost very little compared to the proposed project including Alternatives 1, 2 or 3.

My recommendations are as follows:

1. Open up the carpool lanes (north and south) from 9:30am-3:00pm daily and from 7:00pm-5:00am daily to all drivers
2. Disallow large commercial trucks from using the carpool lanes
3. Patrol the carpool lanes and cite violators
 - a. I am so tired of watching carpool violators in the carpool lanes drive past me

1
Cont.

Comment Letter PC-42 (Continued)

- b. Cite drivers with illegally tinted windows as I believe they are doing this in order to use the carpool lanes.

1
Cont.

I bought my home in 1998 expecting the white noise of the freeway. The dBA of the freeway frequently exceeds the 67dBA threshold and there are no walls or no sound walls on my (north) side of the freeway at the Jeffrey on-ramp area (see Attachment). The proposed project shows that there is a wall at my location; I can see the cars clear-as-day on the onramp and freeway from my master bedroom window!

If Alternative 2 or 3 is installed, I am not even guaranteed a sound wall as it appears to have been deemed "not feasible".

More cars translates into more noise, more soot (yes, black dirt on my property) effecting my health and the value of my home.

2

THE PROPOSED PROJECT ALTERNATIVES IS NOT THE ANSWER TO OUR PROBLEMS.

The City of Irvine is at fault for allowing all the excessive building of residences in the past 7-10 years; we do not have the infrastructure to support this growth. Roads are just one of the problems; we don't have the water or power resources to support this growth.

The map in the documents provided by Parsons shows a wall between my house and the freeway; this is absolutely incorrect (See photos following):



SEE ENLARGED INSERT NEXT PAGE

Comment Letter PC-42 (Continued)



There are no walls (as drawn in yellow and green) on the 10ft berm

My two-story home

**I-405 (I-5 TO SR-55) PROJECT
ALTERNATIVE 2
NADR RECOMMENDED BARRIER
HEIGHTS & LOCATIONS**



This is the cul-de-sac at the end of Springflower adjacent to my driveway; no walls. Homeowners can see cars on the Jeffrey onramp to the 405 North as the trees are becoming more and more sparse due to wind and storm damage

Comment Letter PC-42 (Continued)



Google aerial maps are not all accurate
This is the result of searching for 28 Springflower, Irvine, CA 92614 (my home)
Result is Springbrook North (about ¼ mile from Springflower)

Comment Letter PC-42 (Continued)



Red arrow shows 28 Springflower, my home
Caltrans documents show a fence between 28 Springflower and the 405
There is no fence in that area, only about a 10' berm

In summary, I strongly believe that my recommendation is a much, much better solution to our congestion problem than any of the proposed alternatives. The carpool lanes in San Francisco, Palmdale/Lancaster (Highway 14), Boston, Massachusetts and elsewhere are open to all drivers outside of commuter times; let's try this before we go spending millions and millions of Measure M dollars or any dollars on construction. The proposed alternatives will only prove to make the flow of traffic slower with more congestion.

The proposal is fraught with comments such as "to the extent feasible" with regard to providing sound walls and restrictions during construction for noise, dust, pollutants and emissions from large equipment to be used to build either Alternative 2 or 3.

My ongoing health and the value of my property are at stake with the pending decisions; please do not go forward with any of the proposed alternatives; do the right thing.

Respectfully,

Carolyn Lundberg
Attachment

3

Comment Letter PC-42 (Continued)

Session Report
12/14/2017

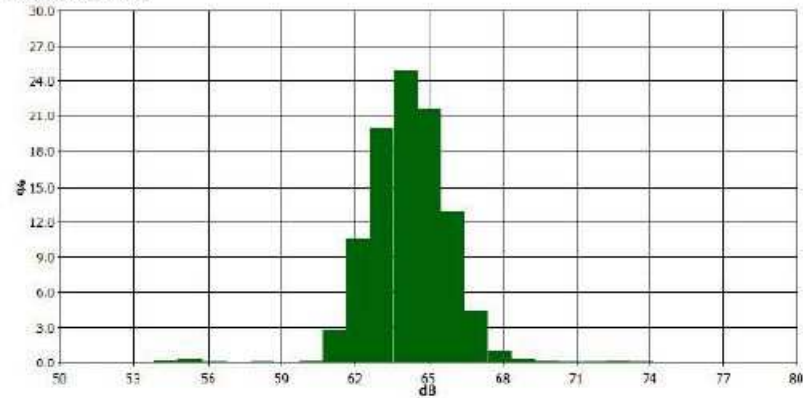
Information Panel

Name: S013_BIP060002_14122017_221753
Start Time: Thursday, December 14, 2017 20:39:39
Stop Time: Thursday, December 14, 2017 22:00:06
Device Model Type: SoundPro DL
Comments:

General Data Panel

Description	Meter	Value	Description	Meter	Value
Leq			Exchange Rate	1	5 dB
Weighting	1	A	Response	1	SLOW
Bandwidth	1	OFF	Exchange Rate	2	5 dB
Weighting	2	A	Response	2	SLOW

Statistics Chart



Statistics Table

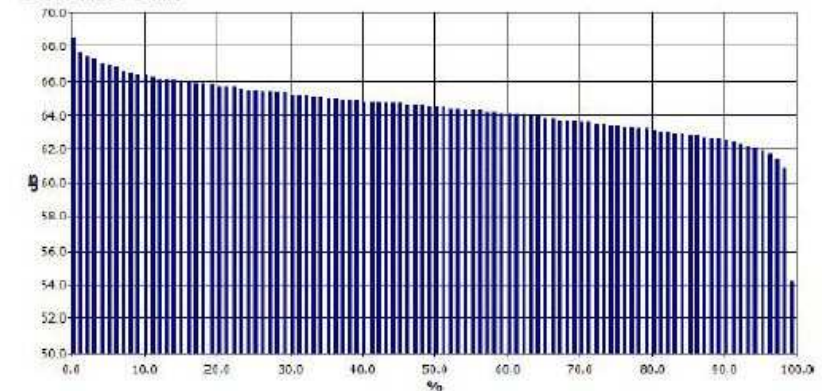
dB	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	%
50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
51.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
52.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
53.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
54.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
55.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
56.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
57.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
58.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
59.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
61.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
62.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
63.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
64.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
65.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
66.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
67.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
68.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
69.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
70.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
71.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
72.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
73.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
74.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
76.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
77.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
78.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
79.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Comment Letter PC-42 (Continued)

Statistics Table (cont'd)

dB	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	%
77.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
78.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
79.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Exceedance Chart



Exceedance Table

	0%	1%	2%	3%	4%	5%	6%	7%	8%	9%
0%	68.8	68.8	67.7	67.4	67.2	67.0	66.8	66.6	66.5	66.5
10%	68.4	68.4	68.5	68.2	68.2	68.1	68.0	68.0	68.0	68.0
20%	68.2	68.1	68.7	68.7	68.6	68.5	68.4	68.4	68.4	68.4
30%	68.3	68.2	68.2	68.2	68.1	68.1	68.0	68.0	68.0	68.0
40%	68.0	68.0	68.0	68.0	68.0	68.0	68.0	68.0	68.0	68.0
50%	68.2	68.2	68.2	68.2	68.2	68.2	68.2	68.2	68.2	68.2
60%	68.1	68.1	68.0	68.0	68.0	68.0	68.0	68.0	68.0	68.0
70%	68.7	68.6	68.5	68.5	68.5	68.4	68.4	68.4	68.4	68.4
80%	68.4	68.4	68.4	68.4	68.4	68.4	68.4	68.4	68.4	68.4
90%	68.6	68.5	68.4	68.3	68.2	68.1	68.0	68.0	68.0	68.0
100%	64.2									

Comment Letter PC-42 (Continued)

Session Report

12/15/2017

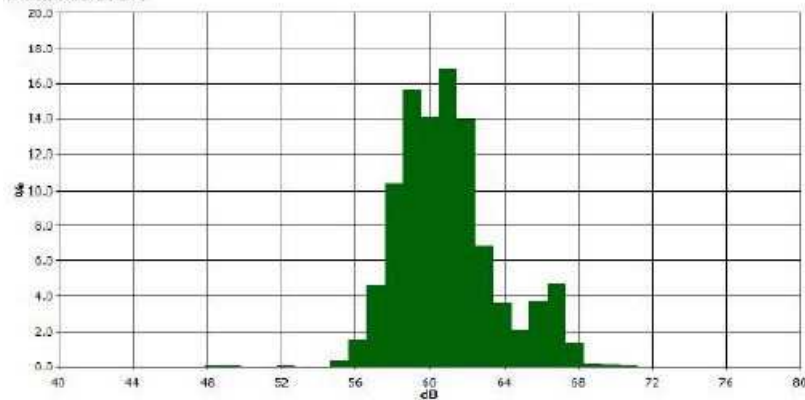
Information Panel

Name S015_BIP080002_15122017_064435
 Start Time Friday, December 15, 2017 07:23:41
 Stop Time Friday, December 15, 2017 09:27:49
 Device Model Type SoundPro DL
 Comments

General Data Panel

Description	Meter	Value	Description	Meter	Value
Lsq	1	A	Exchange Rate	1	5 dB
Weighting	1	OFF	Response	1	SLOW
Bandwidth	1	OFF	Exchange Rate	2	5 dB
Weighting	2	A	Response	2	SLOW

Statistics Chart



Statistics Table

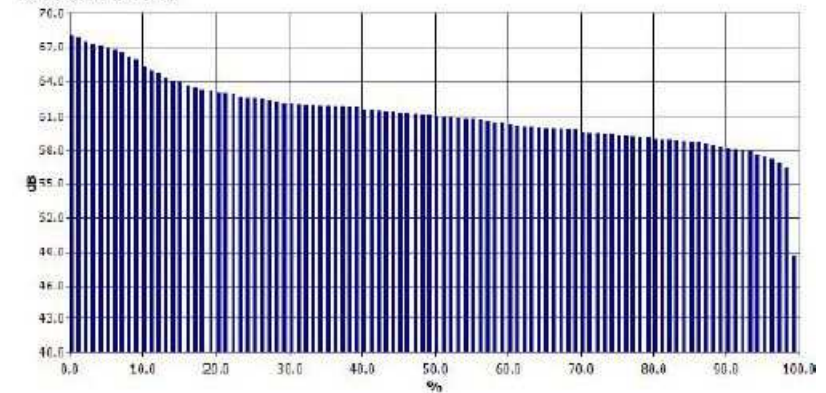
dB	0.5	1.0	1.5	2.0	2.5	3.0	3.5	4.0	4.5	5.0	%
40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
41.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
42.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
43.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
44.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
45.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
46.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
47.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
48.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
49.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
51.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
52.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
53.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
54.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
55.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
56.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
57.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
58.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
59.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
61.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
62.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
63.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
64.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
65.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
66.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
67.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
68.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
69.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
70.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
71.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
72.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
73.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
74.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
76.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
77.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
78.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
79.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Comment Letter PC-42 (Continued)

Statistics Table (cont'd)

dB	0.5	1.0	1.5	2.0	2.5	3.0	3.5	4.0	4.5	5.0	%
61.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
62.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
63.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
64.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
65.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
66.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
67.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
68.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
69.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
70.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
71.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
72.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
73.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
74.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
76.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
77.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
78.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
79.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Exceedance Chart



Exceedance Table

0%	1%	2%	3%	4%	5%	6%	7%	8%	9%
69.1	67.3	67.3	67.3	67.3	67.1	66.9	66.7	66.5	66.2
68.9	67.3	67.3	67.3	67.3	67.1	66.9	66.7	66.5	66.2
68.1	67.3	67.3	67.3	67.3	67.1	66.9	66.7	66.5	66.2
67.3	67.3	67.3	67.3	67.3	67.1	66.9	66.7	66.5	66.2
66.5	67.3	67.3	67.3	67.3	67.1	66.9	66.7	66.5	66.2
65.7	67.3	67.3	67.3	67.3	67.1	66.9	66.7	66.5	66.2
64.9	67.3	67.3	67.3	67.3	67.1	66.9	66.7	66.5	66.2
64.1	67.3	67.3	67.3	67.3	67.1	66.9	66.7	66.5	66.2
63.3	67.3	67.3	67.3	67.3	67.1	66.9	66.7	66.5	66.2
62.5	67.3	67.3	67.3	67.3	67.1	66.9	66.7	66.5	66.2
61.7	67.3	67.3	67.3	67.3	67.1	66.9	66.7	66.5	66.2
60.9	67.3	67.3	67.3	67.3	67.1	66.9	66.7	66.5	66.2
60.1	67.3	67.3	67.3	67.3	67.1	66.9	66.7	66.5	66.2
59.3	67.3	67.3	67.3	67.3	67.1	66.9	66.7	66.5	66.2
58.5	67.3	67.3	67.3	67.3	67.1	66.9	66.7	66.5	66.2
57.7	67.3	67.3	67.3	67.3	67.1	66.9	66.7	66.5	66.2
56.9	67.3	67.3	67.3	67.3	67.1	66.9	66.7	66.5	66.2
56.1	67.3	67.3	67.3	67.3	67.1	66.9	66.7	66.5	66.2
55.3	67.3	67.3	67.3	67.3	67.1	66.9	66.7	66.5	66.2
54.5	67.3	67.3	67.3	67.3	67.1	66.9	66.7	66.5	66.2

Response to Comment Letter PC-42

Comment PC-42-1

The commenter's statements regarding the proposed project's lack of traffic benefits has been documented as part of the public record and considered in the decision-making process. As shown in Section 2.1.6.3 of the IS/EA, the build alternatives are justified in terms of traffic needs.

Regarding the carpool lane operations, part-time operation of HOV lanes is usually implemented when the highway has two weekday congestion periods during peak morning and afternoon commute hours followed by a long period of noncongestion that would leave the HOV lane relatively unoccupied during off-peak hours and constitute an inefficient utilization of the roadway. I-405 does not have a long period of noncongestion that leaves the HOV lane relatively unoccupied relative to the general purpose lanes, so part-time operation of the HOV lane under these conditions would not be viable.

Neither Caltrans nor OCTA have the authority to restrict use of the HOV facility to otherwise legal vehicles. The California Highway Patrol (CHP) is responsible for HOV lane enforcement. The proposed project will include a median enforcement area in each direction of I-405 between University Drive/Jeffrey Road and Yale Avenue. This will provide the opportunity to enforce the HOV lane occupancy requirement, minimizing the number of violators in the HOV lanes.

Comment PC-42-2

The commenter's statement that the noise level from the freeway exceeds 67dBA is consistent with the noise analysis performed for Soundwall 258. The analysis shows portions of the residential community adjacent to the freeway have noise levels exceeding 67 dBA. Soundwall 258 is feasible but not reasonable due to cost.

Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H.

The commenter's statement regarding incorrect limits of the existing wall shown in the report has been addressed. FHWA's TNM initially calculated the noise levels of all receptors. This was with the assumption that there was an existing soundwall between the Jeffrey Road northbound (NB) on-ramp and a cul-de-sac at Springflower. After finding that there was no such existing wall, the TNM was reconfigured. Results of the updated model show that, at the location of Receptor R4.27, the dBA will increase in both Alternatives 2 and 3 from 62.8 to 63.6, and from 63.4 to 64.2, respectively and existing noise levels increased from 61.9 dBA to 62.7 dBA. However, the change in dBA does not exceed the NAC and is not considered a significant impact.

Air quality and the potential for impacts from pollutants are discussed in Section 2.2.6 of the IS/EA to the extent that current scientific information allows. A qualitative assessment of impacts was performed. Please see *Common Response – Air Quality* and *Common Response – Health Risks*. Regarding the project's influence on property values, please see *Common Response – Property Values*.

Comment PC-42-3

Air quality Measures AQ-1 through AQ-18, described in Section 2.2.6.4 of the IS/EA, include measures to be implemented to avoid and/or minimize construction-related air quality. Project construction measures (N-1 through N-13) to minimize noise disturbances at sensitive areas during construction are described in Section 2.2.7 of the IS/EA.

Comment Letter PC-43

From: Danielle Davies
To: D12.405-South-Improvement-Project@DOT
Subject: Don't do it!!
Date: Friday, December 15, 2017 12:08:27 PM

Traffic will not improve by you doing this. We are becoming the new LA Orange County is losing luster. We like our peace! } 1

Sent from my iPhone

Response to Comment Letter PC-43

Comment PC-43-1

The commenter's statements regarding the proposed project's lack of traffic improvement has been documented as part of the public record and considered in the decision-making process. As shown in Section 2.1.6.3 of the IS/EA, the build alternatives are justified in terms of traffic needs.

Comment Letter PC-44

Shelley, Scott@DOT

From: Donna Aldrich, CID, LEED AP ID+C <Donna@wha-inc.com>
Sent: Friday, December 15, 2017 8:30 AM
To: D12.405-South-Improvement-Project@DOT
Subject: I-405 South Improvement Project: Comments

Scott Shelley,

Please consider alternatives for the I-405 congestion problems that will encourage the reduction of single passenger automobile use; adding lanes does not do this. Our Orange County population will continue to grow; our available land for roads will not. } 1

As a resident of Irvine, I would like to see the iShuttle routes expanded and use a car less often. There is so much congestion all over Orange County; we are lagging behind in addressing more public transportation options.

Donna Aldrich

Donna Aldrich, CID, LEED AP ID+C
 Principal, Architectural Color Design

To enjoy the spirit of the season with our families and friends, our office will be closed
 Monday, December 25th, 2017
 and will reopen
 Tuesday, January 2nd, 2018.

WHA is currently updating our contacts list, kindly assist by sending your vCard to info@wha-inc.com.



William Hezmalhalch Architects, Inc. is excited to unveil our new brand.
 2850 Red Hill Ave, Suite 200, Santa Ana, CA 92705-5543 | (949) 250-0607 ext. 8715 | WHAinc.com

Stay up-to-date on our blog: WHAblog.com

Visit our website: WHAinc.com



CONFIDENTIALITY: The information contained in this e-mail, including any accompanying documents or attachments, is from William Hezmalhalch Architects, Inc. (WHA), is intended only for the use of the individual or entity named above, and is privileged and confidential. If you are the intended recipient of this e-mail, then by utilizing the information contained in this e-mail, you agree that such information may not be compatible with your software; further, you agree to use such information only for the purpose or project for which it was intended, and, to the full extent provided by California law, agree to release and indemnify WHA and its affiliated entities and individuals for all damages arising out of any such misuse of the information. If you are not the intended recipient of this e-mail, be aware that any disclosure, dissemination, distribution, copying or use of the contents of this message is strictly prohibited. If you have received this e-mail in error, please notify us by telephoning Lorie Gagné at (949) 250-0607, return the e-mail message, and destroy (delete) the original.

Response to Comment Letter PC-44

Comment PC-44-1

The commenter's statements regarding the expansion and improvement of the iShuttle service in place of a build alternative for the proposed project have been documented for the public record. In Section 1.4.4 of the IS/EA, Transportation System Management (TSM) encourages "multimodal alternatives integrate multiple forms of transportation modes, such as pedestrian, bicycle, automobile, rail, and transit." However, implementing TSM and Transportation Demand Management (TDM) measures alone could not satisfy the purpose and need for the project.

Comment Letter PC-45

Shelley, Scott@DOT

From: Doug Thiessen <doughthiessen6@gmail.com>
Sent: Monday, November 27, 2017 10:46 AM
To: D12.405-South-Improvement-Project@DOT
Subject: Support for 405 Widening Project

Dear OCTA;

Our family of 6 have lived in Irvine since 1999. We have seen and lived amidst the tremendous growth of the City and region. We experience daily the traffic challenges of the 405 and despite living near the route, support adding lanes (the more the better) to the 405.

Many of our neighbors and opponents of the project will argue against the proposed widening. We disagree. Move forward and widen the route! The decisions to add new homes and communities including the entitlements for them has already been made in Irvine and elsewhere. So the "die is cast". Traffic will only get worse than the current unacceptable conditions without improvements.

After careful review of your plan, exhibits, and draft environmental documents, I believe the proposal is well considered and does a good job balancing the long term benefits with the short term disruption. Fortunately virtually all the right of way needed is already under OCTA/Caltrans control. So it appears no significant disruption to business or residential property is likely. This is major impediment to similar projects and therefore seems this 405 widening by contrast, is "tailor made" and very suitable for widening.

Some suggestions to enhance the project.

1. The sound walls should be taller. Especially near Rancho San Joaquin Jr High. I understand Caltrans uses a formula and cost allocation for justifying wall heights. Strict adherence to the allocation is followed to ensure sound reduction at reasonable expenditures. Hopefully, you can find a way to partner with the adjacent property owners to maximize the sound reductions and install suitably tall walls.

2. Landscaping. With such tall walls, provisions should be made for suitable trees and creeping/climbing vines to minimize visual impacts and potential for graffiti.

3. Dust control. Place in the contract documents clear guidelines and specific measures for dust control. Construction contractors tend to do the bare minimum as it costs them \$\$ for constant water truck coverage. Also have the contractor use dust palliatives and gravel beds on laydown areas and locations that lie fallow for months. Fugitive dust complaints will garner additional complaints from nearby residents. Fortunately many of these problems can be avoided by adding and enforcing strict control measures.

Thank you for your consideration. Please continue to do a good job managing transportation in the OC.

Doug Thiessen, PE
5721 Sierra Cielo Rd.
Irvine, CA 92603

Response to Comment Letter PC-45**Comment PC-45-1**

The commenter's support of the proposed project build alternatives has been documented as part of the public record and considered in the decision-making process.

Comment PC-45-2

Soundwalls 255, 258, 266, 271, 272, 311, and 322 were considered for the northbound and southbound sides of I-405 between Jeffrey Road and Culver Drive. Soundwalls 255 and 322 are feasible and reasonable and recommended for construction. Soundwalls 258 and 272 are feasible but not reasonable due to cost. Soundwall 266 is feasible but not reasonable based on the results of the residential viewpoint survey. Soundwalls 271 and 311 are not reasonable because the walls would not achieve the design goal of at least 7.0 dB of noise reduction at one or more benefited receptors. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H.

Comment PC-45-3

As discussed in Section 3.1.7.3 of the IS/EA, vine plantings will be planted on the soundwall wherever it is feasible.

Comment PC-45-4

Minimization measure AQ-7 regulating dust control during construction of the project shall be implemented as noted in Section 2.2.6.4 of the IS/EA.

Comment Letter PC-46

Shelley, Scott@DOT

From: Zack Daniel <zackdaniel15@gmail.com>
Sent: Tuesday, December 12, 2017 8:14 AM
To: D12.405-South-Improvement-Project@DOT
Subject: Comments and suggestions

Hello Caltrans representative,

I attended the public hearing on December 5 to obtain more information about this upcoming project. I would like to share a few comments and suggestions.

I would like to have only a single lane added in each direction. I live in the nearby neighborhood of Oak Creek and this improvement will affect greatly me and my family's quality of life. Here are my concerns:

1) I see that there is a proposed sound wall S228 with length of 460ft and height of 16ft. I believe that this noise mitigation measure is insufficient. Even though there is a noise study done already, I believe that this wall will need to be at least 1500-2000ft long. And also the existing 10ft tall wall will need to be retrofitted. The reason I am making these statements is that the noise in the morning and evening traffic hours is pretty high with the existing number of traffic lanes. The addition of 2 or 4 lanes to the highway is only going to make it much worse. Probably the increase will be by about 20-25%. By extending the wall limits and height we will be able to keep the noise and also the air pollution to a minimum in the neighborhood.

2) You are suggesting to add 2 or 4 lanes to the existing ones. I read the traffic study reports and noticed that the Level of Service (LOS) is currently an F in the morning and evening traffic hours. Even with the addition of 4 lanes, the LOS will still be F. The only real improvement will be an increased vehicle speed of about 11mph. I don't believe that this will be much of an improvement, since the addition of lanes will attract more drivers to this segment of the Highway. This will lead to decreasing the vehicle speed. And it might actually get to the same level that we currently have. So, after all the traffic congestion that we will have to endure during construction and all the money spend - how much of real improvement will this project bring to our community?

I hope this point of view of a concerned local resident will be considered in your final decision making.

Sincerely,
 Zack Daniel

Response to Comment Letter PC-46

Comment PC-46-1

The commenter's support for Alternative 2 has been documented for the public record and considered in the decision-making process.

Comment PC-46-2

The analysis shows the segment of I-405 between Sand Canyon Avenue and University Drive, adjacent to the commenter's Oak Creek community, will not have noise impacts requiring abatement except for the location of Soundwall 228. Soundwall 228 is feasible but not reasonable based on the results of the residential viewpoint survey. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H.

Comment PC-46-3

As shown in Section 2.1.6.3 of the IS/EA, the build alternatives are justified in terms of traffic needs.

Comment Letter PC-47

Shelley, Scott@DOT

From: faysherman faysherman <faysherman@cox.net>
Sent: Wednesday, December 13, 2017 2:10 PM
To: D12.405-South-Improvement-Project@DOT
Subject: Expansion of the 405

My name is Fay Sherman and I live at 68 Seton Road close to the 405. The expansion project is impacting my quality of life. I can no longer sit on my patio or potter in my garden, let alone enjoy swimming in the community pool. I can hear and see the traffic entering the south bound onramp day and night. I am devastated at the thought that at 81, I will be forced to move and that my property values are decreasing. A sound wall and tree plantings would significantly improve the situation. The relatively small cost of the wall is minimal compared to the overall project, which I am contributing towards through my State taxes. I speak for my neighbors, so please, please build a wall to shield us from the pollution and noise. Thank you Fay Sherman

1

Response to Comment Letter PC-47

Comment PC-47-1

Soundwall 311 was considered for the southbound side of I-405 between Jeffrey Road and Culver Drive. Soundwall 311 is not reasonable because the wall would not achieve the design goal of at least 7.0 dB of noise reduction at one or more benefited receptors. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H. Air quality and the potential for impacts from pollutants are discussed in Section 2.2.6 of the IS/EA to the extent that current scientific information allows. A qualitative assessment of impacts was performed. Please see *Common Response – Air Quality* and *Common Response – Health Risks*. Regarding the project's influence on property values, please see *Common Response – Property Values*.

Comment Letter PC-48

Shelley, Scott@DOT

From: Frances Collato <2642fran@gmail.com>
Sent: Wednesday, November 29, 2017 4:51 PM
To: D12.405-South-Improvement-Project@DOT
Cc: Frances Collato
Subject: 1-405 South Improvement Project Public Comment

It would be helpful to have an executive summary of this lengthy document that simply states what is being proposed and recommended and its impact not only on those that rely on the freeway to commute to and from work, but also upon those who live in close proximity to it. Increase in noise, toxic fume levels, and particulate matter in the air are concerns to residents. I don't believe you are asking residents to select or vote on the alternative they prefer. The planner must already have decided on what they'd like to do. I see construction has already been underway on the southbound Culver Drive entrance ramp. Is this a different project or an element of the one proposed? I attended a similar meeting regarding the widening of the freeway about two years ago. Why is there another? I presume it's a legal requirement. My house backs the 405 freeway near the Culver Drive on ramp. I have lived in this house for forty years. I believe my grown daughter's asthma and my moderate COPD may be the result of living in such close proximity to a freeway. We are peripheral casualties of the "greater good." Did the powers that be ever consider "slow growth" or "limited growth?" The quality of life in Irvine has been severely undermined by overbuilding and the resulting congestion on all roadways in the city.

Thank you for your consideration of my opinion.

Sincerely,

Dr. Frances Collato

Response to Comment Letter PC-48

Comment PC-48-1

The IS/EA has been prepared per agency guidelines and requirements of CEQA and NEPA. It does not have an executive summary but is formatted according to Caltrans SER and contains the information requested by the commenter.

Please see *Common Response – Noise/Noise Analysis* regarding noise impacts. Air quality and the potential for impacts from pollutants are discussed in Section 2.2.6 of the IS/EA to the extent that current scientific information allows. A qualitative assessment of impacts was performed. Please see *Common Response – Air Quality* and *Common Response – Health Risks*.

The public may submit a preference for one or more alternatives, and it will be documented as part of the public record and considered in the decision-making process. The commenter refers to a project that is currently in construction at the I-405/Culver Drive interchange, and it is a separate Caltrans project. The commenter refers to a prior public meeting held 2 years ago, and it may be the public scoping meeting held for this project on November 3, 2015. The second meeting on December 5, 2017, was a public hearing and part of the public circulation and review period of the IS/EA.

Regarding the commenter's statements on "growth," as discussed in Section 2.1.1.2 of the IS/EA, the project is consistent with State, regional, and local programs, plans, and policies. As explained in Section 1.2 of the IS/EA, the purpose of the project is to address the forecasted local and regional traffic demand, which is expected to increase almost 15 percent.

Comment Letter PC-49

Shelley, Scott@DOT

From: Ross, Halfdan <Halfdan.Ross@apmterminals.com>
Sent: Friday, December 08, 2017 1:20 PM
To: D12.405-South-Improvement-Project@DOT
Subject: Comments to 405 South Improvement Project

Good day,

As a resident and home owner in the Village Park area just a few hundred yards from the I-405 freeway, I would like to present some requirements and opinions about the improvement project:

- 1) For the betterment of society and all road users in Orange County, I commend the initiative to increase the capacity of the I-405; every single weekday there are times where the proposed section of the freeway is at a standstill. When taking the trouble and cost of expanding the road, there is only marginal difference in cost and inconvenience between adding one or two lanes in each direction. The only sensible thing to do is add two lanes in each direction during one single construction phase. 1
- 2) In the flyer that has been circulated to neighbouring residents it is stated that the proposed project will not significantly affect the quality of the environment. Unfortunately, sufficient information about the detailed construction and design of the project has not been shared. If the current design of the freeway is utilized for the expansion, there WILL be significant impact to the environment. 2
- 3) With increased traffic comes increased pollution and that must be mitigated. Apart from air pollution, vehicle traffic produce noise pollution and both must be addressed:
 - i. This section of I-405 runs right through residential areas of the City of Irvine and it is quite an embarrassment for the City and County that the pavement type on the road is the most noisy there is, concrete. It is imperative that the whole section is repaved with a less noisy pavement type such as asphalt/tarmac. 3
 - ii. The adjacent sound barrier walls are completely out-dated and almost useless as they are constructed of plain concrete blocks that just reflect the noise. The whole section of the freeway must be lined with sound absorbing walls panels. Such sound barrier can be constructed closer to the road making them more effective and further has the benefit that the existing concrete block walls can be left untouched. This will greatly reduce construction cost and reduce nuisance to nearby residents during construction. 4
 - iii. A major factor in the current congestions on the I-405 section through Irvine is caused by cars moving in and out of the HOV-lanes. The best way to solve this issue is to have two HOV lanes in each direction. It is proposed to still only have one HOV lane in each direction while opening up the HOV lane for continuous lane change. It is just a small step in the right direction. With two additional lanes in each direction, one of the additional lanes must be HOV. Anything else would be countering the California State principles of incentivising air pollution reductions. 5
 - iv. To tackle air pollution from road traffic, it is important to provide incentives for zero and low emission vehicles and car-pooling. The current HOV lanes are often slower than the regular lanes and that is obviously counter-productive. Therefore, part of the expansion must be to add HOV-lanes. 6
- 4) There is one type of pollution from the vehicle traffic that surely has not been addressed – environmentally hazardous and polluting dust being washed into ground or storm drains:
 - i. More traffic means more vehicle tires being worn on the road. The fine rubber dust is left on the pavement until it is washed off the road during rain or blown by strong winds onto nearby land. The rubber dust from tires contains hazardous materials such as aluminium and zinc. 7
 - ii. Concrete pavement is far more abrasive on car tires than asphalt/tarmac. Another good reason to repave the whole section of the road.
- 5) Road safety is another subject to be addressed: Whenever concrete pavement gets moist (whether rain, fog or dew) it is significantly more slippery than asphalt/tarmac - another good reason to resurface the whole section

Response to Comment Letter PC-49

Comment PC-49-1

The commenter's support of the proposed project and support of Alternative 3 has been documented as part of the public record and considered in the decision-making process.

Comment PC-49-2

The *Initial Study with (Proposed) Mitigated Negative Declaration/ Environmental Assessment* was published and made available for public review in November 2017. The environmental document is available at the office of Caltrans District 12, Heritage Park Branch Library, Mesa Verde Branch Library, and El Toro Branch Library. The environmental document was uploaded to <http://www.dot.ca.gov/d12/DEA/405/0K710/>. No significant impacts were found as a result of the analysis.

Comment PC-49-3

Noise abatement, in the form of soundwalls, was considered by the project in accordance with Caltrans guidelines.

Comment PC-49-4

Operation of the HOV lanes (one lane in each direction) within the project limits is discussed in Section 2.1.6.2 of the IS/EA. All the HOV lane segments under existing and future build and no-build conditions are expected to operate at level of service (LOS) D or better during the AM and PM peak hours in both directions. Adding an HOV lane in each direction is not justified.

The project proposes to remove the existing HOV buffer in both directions and provide continuous access throughout the project limits. In Orange County, continuous access HOV lanes have been more successful at allowing drivers to safely and easily access the HOV

lanes (e.g., SR-22 and SR-55). The continuous access lanes proposed on I-405 within the project limits are anticipated to improve access to several destinations and eliminate the operational deficiencies associated with the existing limited ingress and egress points.

Comment PC-49-5

Provisions and incentives for zero and low-emission vehicles/ carpooling and clean alternative fuel vehicle access to HOV lanes are authorized through the State legislature with federal authorization. The State of California currently has several such programs managed by the ARB.

Operation of the HOV lanes (one lane in each direction) within the project limits is discussed in Section 2.1.6.2 of the IS/EA. All the HOV lane segments under existing and future build and no-build conditions are expected to operate at LOS D or better during the AM and PM peak hours in both directions. Adding an HOV lane in each direction is not justified.

Comment PC-49-6

The commenter's statements regarding the hazardous and polluting dust has been documented as part of the public record. Project-related construction and operational air quality effects, including dust, were analyzed in detail in the project *Air Quality Technical Study* and Section 2.2.6 of the IS/EA. Please see ***Common Response – Air Quality***. The concern of washing pollutants into storm drains is covered by regional permits.

Comment PC-49-7

The commenter's statement regarding traction during wet conditions is addressed during project design. The type of pavement selected for the project is based on pavement design, construction, and maintenance standards established by the Caltrans pavement program.

Comment Letter PC-50

Shelley, Scott@DOT

From: Jackson <Ghostlightmater@yahoo.com>
Sent: Tuesday, November 14, 2017 1:22 PM
To: D12.405-South-Improvement-Project@DOT
Subject: Project updates and construction updates regarding the interstate 405 (I-5 to SR-55) Improvement Project

Hi I would like to sign up for project updates and construction updates regarding the interstate 405 (I-5 to SR-55) Improvement Project. } 1

Sent from ghostlightmater@yahoo.com

Response to Comment Letter PC-50

Comment PC-50-1

This comment has been forwarded to OCTA so they can contact and add the commenter to the e-mail blasts and refer the commenter to the OCTA website for the proposed project to allow the public to stay informed. Updates regarding the proposed project can be found at <http://www.octa.net/About-OCTA/Support/Get-Connected/>.

Comment Letter PC-51

Shelley, Scott@DOT

From: James Strasma <jimstrasma@yahoo.com>
Sent: Thursday, December 14, 2017 5:42 PM
To: D12.405-South-Improvement-Project@DOT
Subject: Thanks for expanding I-405

This is to support the proposed addition of extra lanes to I-405. Hopefully, once self-driving cars are plentiful, this addition of lanes will be enough to meet future needs for a while. Thanks also for the bike lanes near I-405. I use those regularly. } 1
Jim Strasma
2 Singingwood
Irvine, CA 92614

Response to Comment Letter PC-51

Comment PC-51-1

The commenter's support of the proposed project has been documented as part of the public record and considered in the decision-making process.

Comment Letter PC-52

From: Deshpande, Smita R@DOT
To: Shelley, Scott@DOT
Subject: FW: Customer Inquiry
Date: Thursday, December 21, 2017 3:42:41 PM

From: Hart, Lindsey@DOT
Sent: Thursday, December 21, 2017 1:43 PM
To: Fernando Chavarria <fchavarria@octa.net>; Deshpande, Smita R@DOT <smita.deshpande@dot.ca.gov>; Aurasteh, Reza R@DOT <reza.aurasteh@dot.ca.gov>
Cc: Christina Byrne <cbyrne@octa.net>; Omar, Bridget B@DOT <bridget.omar@dot.ca.gov>
Subject: FW: Customer Inquiry

Good afternoon,

Caltrans Public Affairs received the below comment from a member of the public in regard to the proposed I-405 improvement project that we held a public hearing for earlier this month. My apologies for the delay in sending it to you. There was some confusion/miscommunication about where this should be directed and it was just brought to my attention today. This comment was sent, however, within the public comment period, prior to Dec. 15.

Please let me know if you have any questions.

Thank you and happy holidays!

Lindsey Hart
Chief of Public Affairs
Caltrans OC (District 12)
949.279.8931
@caltrans12

-----Original Message-----

From: WebServer Reserved UID [mailto:webservd@svctwww2.dot.ca.gov]
Sent: Thursday, December 14, 2017 8:28 AM
To: Tcpubinf@DOT <Tcpubinf@dot.ca.gov>
Subject: Traffic Congestion/Construction Problem

Below is the result of your feedback form. It was submitted by on December 14th, 2017 at 08:28AM (PST).

county: Orange
question: We are writing to share personal concerns regarding the "I-405 South Improvement Project." I have read numerous articles which indicate that widening road capacity does not actually improve congestion. In fact, according to one economist, data shows that traffic on the 405 is now moving slower, despite previous widening projects. We are certainly in support of reducing } 1

Comment Letter PC-52 (Continued)

congestion on the 405 freeway, but hope that you will consider these alternatives:

- 1) Open the carpool lanes (north and south) at designated times;
- 2) Disallow trucks from using the carpool lanes;
- 3) Patrol the carpool lanes and cite violators.

Additionally, please note that our residence is adjacent to the 405 Freeway, and the dBA level currently exceeds the 67dBA threshold before this new widening project is even underway.

Our hope is that you will consider other options besides widening the 405. Many thanks for your time and consideration of our concerns.

customer-first-name: Jason

customer-last-name: Milligan

customer-email: jason.milligan@disney.com

customer-phone: 9497331749

customer-street: 26 Springflower

customer-city: Irvine

customer-state: CA

customer-zip: 92614

Response to Comment Letter PC-52**Comment PC-52-1**

The commenter's concern and references to articles indicating widening roadways does not actually improve congestion have been documented as part of the public record and considered in the decision-making process. As shown in Section 2.1.6.3 of the IS/EA, the build alternatives are justified in terms of traffic needs.

Regarding the carpool lane operations, part-time operation of HOV lanes is usually implemented when the highway has two weekday congestion periods during peak morning and afternoon commute hours followed by a long period of noncongestion that would leave the HOV lane relatively unoccupied during off-peak hours and constitute an inefficient utilization of the roadway. I-405 does not have a long

period of noncongestion that leaves the HOV lane relatively unoccupied relative to the general purpose lanes, so part-time operation of the HOV lane under these conditions would not be viable.

Neither Caltrans nor OCTA have the authority to restrict use of the HOV facility to otherwise legal vehicles. The California Highway Patrol (CHP) is responsible for HOV lane enforcement. The proposed project will include a median enforcement area in each direction of I-405 between University Drive/Jeffrey Road and Yale Avenue. This will provide the opportunity to enforce the HOV lane occupancy requirement, minimizing the number of violators in the HOV lanes.

Comment PC-52-2

The commenter's statement that the current noise level at the residence, which is adjacent to Soundwall 258, exceeds 67 dBA is noted and is consistent with the noise analysis for this project. Soundwall 258 is feasible but not reasonable due to cost. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H.

Comment Letter PC-53

From: [Kathryn Weber](#)
To: D12.405-South-Improvement-Project@DOT
Subject: Impact of 155 merging
Date: Monday, December 25, 2017 10:09:28 AM

Greetings –

I feel something absolutely needs to be done to ease the backup caused by merging traffic from southbound 155 to northbound 405.

I live in south OC (Mission Viejo), and have recently turned down very lucrative job opportunities in the OC Airport area because I refuse to deal with the daily congestion into that area. Since this is the only viable method to get from Point A to Point B, I chose less a less opportune position rather than the commute headache.

Best,
Kathy Weber

Response to Comment Letter PC-53

Comment PC-53-1

[Commenter wrote southbound 155 but meant southbound SR-133]
Both build alternatives propose to improve operations and congestion at the southbound SR-133 to northbound I-405 connector. The proposed improvements and the traffic benefits are discussed in Section 2.1.6.3 of the IS/EA.

Comment Letter PC-54

Shelley, Scott@DOT

From: Kristin Currin-Sheehan <msskrss@hotmail.com>
Sent: Thursday, November 16, 2017 9:07 AM
To: D12.405-South-Improvement-Project@DOT
Subject: Fw: Caltrans and OCTA Seek Public Comments for Proposed I-405 (I-5 to SR-55) Improvement Project

Great idea. very much needed.

KRISTIN CURRIN-SHEEHAN



Content Marketing Specialist
m: (760) 783-5512 e: msskrss@hotmail.com



From: I-405 South Improvement Project <oc405south@octa.net>
Sent: Wednesday, November 15, 2017 3:00 PM
To: msskrss@hotmail.com
Subject: Caltrans and OCTA Seek Public Comments for Proposed I-405 (I-5 to SR-55) Improvement Project

Comment Letter PC-54 (Continued)



CALTRANS AND OCTA SEEK PUBLIC COMMENTS

Tell Us What You Think

Caltrans and OCTA are proposing improvements to the I-405 between I-5 and SR-55. Project alternatives include the addition of one or two regular lanes in each direction to reduce congestion and make travel more efficient.

Environmental studies indicate the proposed project will not significantly affect the quality of the environment.

We've prepared a draft environmental document that evaluates the project's potential benefits and effects, and we'd like your input. **This document is available for review and comment between Nov. 14 and Dec. 15, 2017.**

View a copy of the [document online](#) or visit the [project webpage](#) for a list of locations where the printed document is available to the public.



Public Hearing - Open House Format

Please join us at a public hearing (open house format) on Tuesday, Dec. 5, 2017

Response to Comment Letter PC-54

Comment PC-54-1

The commenter's support for the proposed project has been documented as part of the public record and considered in the decision-making process.

Comment Letter PC-55

Shelley, Scott@DOT

From: Maria Piperova <mariapiperova@me.com>
Sent: Wednesday, November 15, 2017 8:07 PM
To: D12.405-South-Improvement-Project@DOT
Subject: I-405 link

Hello,

The link provided in the mailer does not work. Please provide the correct link to the draft environmental document for the I-405 South improvement project. } 1

Thank you,

Maria

Response to Comment Letter PC-55

Comment PC-55-1

Caltrans contacted the commenter and resolved the access to the link.

Comment Letter PC-56

Shelley, Scott@DOT

From: MONA F. & ROSS T, PINYAN <monaross75@gmail.com>
Sent: Wednesday, November 22, 2017 9:00 PM
To: D12.405-South-Improvement-Project@DOT
Subject: I-405 South "Improvement" Project (NO)

Rather than additional lanes, what is needed is light rail - right down the middle of the freeway. Once drivers see a 'train' going faster than their car, they might choose the alternative. } 1

--
Mona & Ross PINYAN - Irvine residents since 1978

Response to Comment Letter PC-56

Comment PC-56-1

The commenter proposed that a light rail be developed for the proposed project instead of one of the build alternatives. In Section 1.4.4 of the IS/EA, TSM encourages "multimodal alternatives integrate multiple forms of transportation modes, such as pedestrian, bicycle, automobile, rail, and transit." However, implementing TSM and TDM measures alone could not satisfy the purpose and need for the project.

Comment Letter PC-57

Shelley, Scott@DOT

From: Nancy Fisher <n.fisher@cox.net>
Sent: Thursday, December 14, 2017 12:19 PM
To: D12.405-South-Improvement-Project@DOT
Subject: 405 Widening Project

I am against this measure to widen the freeway. The pollution that freeways cause will only increase - which negatively affects my health. Studies have shown congestion will remain or worsen and the noise from more lanes will increase. This could also decrease the value of my home. Not a good idea! } 1

Please listen to us. We do not want the 405 in Irvine to increase lanes!

Thank you,
Nancy Fisher

Response to Comment Letter PC-57

Comment PC-57-1

The commenter's opposition to the proposed project has been documented as part of the public record and considered in the decision-making process. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H. Regarding the project's influence on property values, please see ***Common Response – Property Values***. Air quality and the potential for impacts from pollutants are discussed in Section 2.2.6 of the IS/EA to the extent that current scientific information allows. A qualitative assessment of impacts was performed. Please see ***Common Response – Air Quality*** and ***Common Response – Health Risks***.

Comment Letter PC-58

Shelley, Scott@DOT

From: Pamela Wong <pamela_g_wong@yahoo.com>
Sent: Wednesday, December 13, 2017 3:42 PM
To: D12.405-South-Improvement-Project@DOT
Subject: Potential air pollution during and after 405 freeway improvement

Dear Sirs:

I am a disabled patient with respiratory, cardiac and blood clotting disease. I am largely confined to home. I live near the 405 and Jeffrey on ramp by Alton.

As you are likely aware, my patient population is disproportionately adversely affected by environmental including air pollution although it is not a healthy exposure for any able bodied person.

The recent construction digging the median trench along the 405 between Jeffrey and Jamboree has nearly killed me because of the released particulate. Even with the windows and doors closed my chest constricts and is painful and breathing is difficult. This has caused me increased medical visits and life altering medications.

I noticed that the trenches were left open, uncovered dirt and debris was left exposed to blowing winds and stirring traffic breezes.

I am very concerned about the increased air pollution during and after the proposed freeway expansion there over a 2 year period.

Is there a way that proactive measures be taken to minimize the airborne particulate?
 For example there are wetting agents for open construction dirt and particulate which lessens airborne particulate. Also covering the demolition particulate with plastic barriers and removing the demo debris on a daily basis so that it does not become airborne and driven by the freeway stirred windy conditions would help.

Also if there are ways to speed up the process so that that few mile stretch of improvements can be completed more speedily that would help greatly. This way, I and the other disabled, or elderly housebound who cannot just leave during your construction would still be able to breathe and live.

You may be aware that this Woodbridge area is one of the older areas in Irvine. The homes especially the windows are not built tightly and are quite leaky. This proposed freeway expansion will be a physical hardship and health hazard for many of us should it go forward.

After the construction the increased traffic will cause more pollution.

Another neighbor has written on social media that there are other pavement materials such as asphalt that are less polluting and more long-lasting so that we don't have to go through repaving as often as with the current paving materials.

I ask you to please chose the least polluting, most durable materials and secure the jobsite as described above to minimize the air pollutants escaping during and after construction which those captive in their homes will be required to endure.

Thank you for your consideration.

Response to Comment Letter PC-58

Comment PC-58-1

Air quality Measures AQ-1 through AQ-18, described in Section 2.2.6.4 of the IS/EA, include measures to be implemented to avoid and/or minimize construction-related air quality effects.

Comment PC-58-2

Air quality and the potential for impacts from pollutants are discussed in Section 2.2.6 of the IS/EA to the extent that current scientific information allows. A qualitative assessment of impacts was performed. Please see *Common Response – Air Quality* and *Common Response – Health Risks*.

Comment Letter PC-59

Dear Neighbor,

Dec. 11, 2017

According to the Public Hearing on Dec. 5th, there are no plans at this time to build a sound wall between Culver and Jeffrey to protect our homes from the noise and pollution resulting from the expansion of the #405 Freeway.

Our only hope is for all of us –renters and owners-to flood Caltrans with our complaints and requests for a wall by the deadline of Dec. 15th. They must be by either email at: D12.405-South-Improvement-Project@dot.ca.gov or written and mailed to: Scott Shelley, Caltrans District12, Division of Environmental Analysis, 1750 E 4th Street, Suite 100, Santa Ana CA 92705. Be sure to mention your street name. Thanks, Your neighbor at 54 Seton Rd.

*Thank you neighbor
Pat Belansky 19 Iron Barkley*

Response to Comment Letter PC-59

Comment PC-59-1

Soundwalls 255, 258, 266, 271, 272, 311, and 322 were considered for the northbound and southbound sides of I-405 between Jeffrey Road and Culver Drive. Soundwalls 255 and 322 are feasible and reasonable and recommended for construction. Soundwalls 258 and 272 are

feasible but not reasonable due to cost. Soundwall 266 is feasible but not reasonable based on the results of the residential viewpoint survey. Soundwalls 271 and 311 are not reasonable because the walls would not achieve the design goal of at least 7.0 dB of noise reduction at one or more benefited receptors. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H.

Comment Letter PC-60

Shelley, Scott@DOT

From: Peyton Reed <prco@cox.net>
Sent: Sunday, December 10, 2017 1:54 PM
To: D12.405-South-Improvement-Project@DOT
Subject: December 5th meeting

To Whom It May Concern:

I would like to receive a copy of the minutes for the December 5th meeting. } 1

Please advise.

Thank you,

Peyton Reed

PEYTON REED & Company
4540 Campus Drive
Suite 100
Newport Beach, CA. 92660
949-733-9993 w
714-267-3660 c

prco@cox.net

Response to Comment Letter PC-60

Comment PC-60-1

There are no meeting minutes from the public hearing. However, please see Section 4.3 of the IS/EA for a summary of the Public Hearing and comments received.

Comment Letter PC-61

Shelley, Scott@DOT

From: wynbridge@aol.com
Sent: Wednesday, December 13, 2017 1:20 PM
To: D12.405-South-Improvement-Project@DOT
Subject: Air Quality and sound

RE: I-405 South Improvement Project

FROM: Philip Weinreich
39 Amberleaf
Irvine, CA 92614

I attended your recent public meeting held in University Park in Irvine. I live close to the freeway and am concerned that the additional traffic will cause excessive particulates in the air. I noticed in the EIR that proper studies in which the air particulates for my local neighborhood were not measured directly, but rather just regional studies were done. It appears that my local neighborhood is already in the unhealthy zone and that additional particulates would make things even more unhealthy. } 1

I am not against the freeway lanes being increased to allow for more vehicles, however in order to keep the particulates in the air I breath from causing even more health problems perhaps the additional carpool lanes and the additional lanes as well should be dedicated to either large vehicles such as buses and to vehicles that use alternative fuel systems (ie electric, hydrogen, etc.) that will cause a minimum amount of particulates. } 2

As for sound it will only get worse with more vehicles. Whether the sound is called excessive or not, for many like myself it is already too noisy--especially on warm nights. With more lanes dedicated to electric vehicles the traffic could be increased while the sound might even go down! } 3

Please look into both of my comments above. Thank you.

Best Regards,
Philip Weinreich

Response to Comment Letter PC-61**Comment PC-61-1**

Please see *Common Response – Air Quality* and *Common Response – Health Risks*.

Comment PC-61-2

The commenter's statement to add carpool lanes dedicated to large vehicles such as buses and alternative fuel vehicles is acknowledged. Operation of the HOV lanes (one lane in each direction) within the project limits is discussed in Section 2.1.6.2 of the IS/EA. All the HOV lane segments under existing and future build and no-build conditions are expected to operate at LOS D or better during the AM and PM peak hours in both directions. Adding an HOV lane in each direction is not justified.

In addition, provisions and incentives for zero and low-emission vehicles/carpooling and clean alternative fuel vehicle access to HOV lanes are authorized through the State legislature with federal authorization. The State of California currently has several such programs managed by the ARB. Neither Caltrans nor OCTA have the authority to restrict use of the facility to otherwise legal vehicles.

Comment PC-61-3

The commenter's statement regarding noise generated by additional vehicles is noted. Soundwall 258 was considered for the northbound side of I-405 between Jeffrey Road and Yale Avenue. Soundwall 258 is feasible but not reasonable due to cost. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H.

Comment Letter PC-62

Shelley, Scott@DOT

From: Ralph Delcampo <cededsys@aol.com>
Sent: Thursday, December 14, 2017 11:53 AM
To: D12.405-South-Improvement-Project@DOT
Subject: 405 south projecr

Wouldn't it be easier and a lot cheaper to just open up the HOV lanes to everybody? } 1

Response to Comment Letter PC-62**Comment PC-62-1**

HOV lanes are a traffic management strategy to promote and encourage ridesharing, thereby alleviating congestion and maximizing the people-carrying capacity of California highways. They are needed to respond to growing traffic congestion, declining mobility level, air quality, and environmental concerns.

Comment Letter PC-63

Shelley, Scott@DOT

From: Richard Young <bearandbeartobe@yahoo.com>
Sent: Wednesday, December 06, 2017 3:15 PM
To: D12.405-South-Improvement-Project@DOT
Subject: Proposed Widening of the 405 Freeway

Dear Mr. Shelley,
My wife recently attended the OCTA meeting on the planned widening of the 405 freeway at the University Park Homeowners Association.

In my opinion, the OCTA has not adequately addressed the environmental and noise footprint of the proposed widening.

I remain concerned that the OCTA's primary transportation strategy is to widen freeways. This is inconsistent with the needs of an increasingly urban County and will negatively impact the City of Irvine, given the footprint of I-5 and the 405 freeways in our City.

I believe when the OCTA has limited the neighbor notification of a December 5, 2017 open house meeting to a 1,000 foot band around the proposed widening it has restricted public discussion. More discussion is needed to address the environmental impact of the proposed widening at peak times and different weather conditions.

Respectfully,

Richard Young
Irvine Resident

Richard Young
H (949) 654-1141
M (949) 322-6043

Response to Comment Letter PC-63

Comment PC-63-1

The IS/EA covers the environmental footprint following the Caltrans SER and as required by law.

As discussed in Section 2.1.1.2 of the IS/EA, the project is consistent with the State, regional, and local programs, plans, and policies. As explained in Section 1.2 of the IS/EA, the purpose of the project is to address the forecasted local and regional traffic demand, which is expected to increase almost 15 percent.

The *Initial Study with (Proposed) Mitigated Negative Declaration/Environmental Assessment* was published and made available for public review in November 2017. The environmental document is available at the office of Caltrans District 12, Heritage Park Branch Library, Mesa Verde Branch Library, and El Toro Branch Library. The environmental document was uploaded to <http://www.dot.ca.gov/d12/DEA/405/0K710/>.

OCTA is required by CEQA to publish public notice of the environmental document and any public meetings in newspaper advertisements, media advisory, direct mail, fliers, extended outreach, announcements and briefings, and electronic notices. More than 26,000 postcards were sent out to residential/commercial occupants/owners within approximately 1,000 feet of the project site on November 14, 2017. This gave recipients and community members more than 2 weeks' notice of the Public Hearing (Open House Format). Public notices for the I-405 Improvement Project from I-5 to SR-55 were published in the *Orange County Register* weekly for 3 weeks starting on November 14 and ending on December 3, 2017. Notifications were also published in the *Irvine World News*, *The Korean Daily*, *Epoch Times*, and *Unidos*. Approximately 1,700 fliers were distributed to numerous community-based locations, business associations, stakeholder groups, homeowner associations, and diverse community organizations.

Comment Letter PC-64**Shelley, Scott@DOT**

From: Scott P. Kramer <sp-kramer@cox.net>
Sent: Thursday, December 14, 2017 6:39 PM
To: D12.405-South-Improvement-Project@DOT
Subject: Wall Is A Must!

The Public Hearing on Dec 5th was very informative. However, there were several disagreements in regards to the sound wall and trees.

The engineering claimed in the report stating there will be no difference when raising the wall and adding more trees. I strongly disagree with him or her because the existing wall is outdated. Trees do reduce the noise. Come on, the soundproof wall made in 21st century will reduce the noise impact from the freeway along the South of 405 between Culver and Jeffrey.

If you elect alternative two, please build and raise the soundproof wall and add more trees. The neighbors will be happy.

Scott Kramer

Sent from my iPhone

Response to Comment Letter PC-64**Comment PC-64-1**

The commenter's statements regarding the proposed project have been documented as part of the public record and considered in the decision-making process. Numerous noise measurements conducted before and after installation of soundwalls have shown substantial traffic noise reduction at residences close to freeways. A combination of trees and woody shrubs could reduce traffic noise levels, but they need to be at least 100 feet wide. In urban areas, it is not practical to devote a 100-foot buffer next to the freeways for planting trees and woody shrubs; therefore, soundwalls are used for traffic noise abatement. Detailed computer modeling is used to optimize soundwall length and height. Although trees, shrubs, and grassy areas themselves are not as effective as soundwalls in reducing noise levels, there are psychoacoustic benefits to including them in concert with soundwalls.

Soundwalls 255, 271, and 311 were considered for the southbound side of I-405 between Jeffrey Road and Culver Drive. Soundwall 255 is feasible and reasonable and is recommended for construction. Soundwalls 271 and 311 are not reasonable because the walls would not achieve the design goal of at least 7.0 dB of noise reduction at one or more benefited receptors. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H.

Comment Letter PC-65

Shelley, Scott@DOT

From: Shareen Young <shareen@ix.netcom.com>
Sent: Wednesday, December 13, 2017 3:08 PM
To: D12.405-South-Improvement-Project@DOT
Subject: 1-405 South Improvement Project Public Comment
Attachments: Public Comment.docx

To: 1-405 South Improvement Project From 1-5 to SR 55,
Subject: Public Comment
Date: December 13, 2017

The Public Comment process and planned noise abatement for this project is severely inadequate. This 8.5 mile stretch of the planned Irvine Community was never intended to be bisected by a 14 lane Freeway. OCTA / Cal Trans has not notified or included the entire effected Irvine communities in this evaluation process. They also have not performed adequate testing on the noise pollution and required sound walls let or the air pollution from congested and heavily traveled freeways.

Presently OCTA and Caltrans are adding 2 lanes to the existing freeway without notification or comment from the community. On top of that OCTA / Cal Trans is proposing 1-405 South Improvement project which would add an additional 2 more lanes taking the existing freeway from present 10 lanes to 14 lanes.

The first major problem is that OCTA/ Cal Trans only notified homes that were with in 1,000 feet of the freeway. On the South / West side of the freeway there are 5 homeowner associations with almost 1,000 homes that were not notified. OCTA/ Cal Trans believes that only the homes immediately near the freeway are impacted. That is not correct. Noise and air pollution cannot be contained to 1,000 feet of the 1-405 freeway! That is beyond common sense. All the homes between Culver and University/ Jeffery freeway exits bordered by the freeway and University will be severely impacted. Please ensure that all the members of this community, at a minimum, receive regular communications regarding this proposed expansion.

Second, per the Cal Trans Noise Abatement Decision Report, studied the existing noise levels along the I-405 freeway. Today the dBA noise levels from the I-405 exceed the acceptable levels! Cal Trans has installed receptors only measuring the sound right next to the freeway but have not included testing several blocks or .5 mile in from the freeway. Everyone in this community is affected by noise pollution. Adding 2 more then 4 more lanes will significantly exceed the acceptable noise levels and rise to almost 73.7 dBA! Noise abatement walls that are 22 feet high must be built! This is what is required for the noise analysis protocol which would reduce the noise levels by the required 5 dBA. The

Comment Letter PC-65 (Continued)

entire community between the Culver and University/ Jeffery exits will be affected by excessive noise levels. To allow only the property owners adjacent to the freeway as the only stake holders to have input is unacceptable! **2 Cont.**

The Village Park Community does not believe that adding 4 more lanes of traffic will mitigate the traffic issues and will only worsen the health and safety of the entire Irvine community. At a minimum, OCTA and Cal Trans need to build a 22 foot sound wall a on the south / west side of the freeway from the Culver exit to University/ Jeffery exit. We believe the proposed and unapproved project should not be allowed to proceed due to health and safety concerns to the local Irvine community. **3**

As this a major over arching concern for all of Irvine, please ensure that all members of the Irvine Community are sent regular notification for this proposed project. We must insist on more testing be completed with receptors placed not only next to the freeway but 2, 4 blocks in as well as, .5 and 1 mile from the freeway. Thank you, **4**

Shareen Young, Irvine Homeowner and Resident

Response to Comment Letter PC-65

Comment PC-65-1

OCTA is required by CEQA to publish public notice of the environmental document and any public meetings in newspaper advertisements, media advisory, direct mail, fliers, extended outreach, announcements and briefings, and electronic notices. More than 26,000 postcards were sent out to residential/commercial occupants/owners within approximately 1,000 feet of the project site on November 14, 2017. This gave recipients and community members more than 2 weeks' notice of the Public Hearing (Open House Format). Public notices for the I-405 Improvement Project from I-5 to SR-55 were published in the *Orange County Register* weekly for 3 weeks starting on November 14 and ending on December 3, 2017. Notifications were also published in the *Irvine World News*, *The Korean Daily*, *Epoch Times*, and *Unidos*. Approximately 1,700 fliers were distributed to numerous community-based locations, business

associations, stakeholder groups, homeowner associations, and diverse community organizations. Please see Section 4.3 of the IS/EA for a full discussion of public circulation and outreach.

Comment PC-65-2

Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H. All segments of the project corridor were analyzed. Please see Section 2.2.7 of the IS/EA for more information.

Comment PC-65-3

As shown in Section 2.1.6.3 of the IS/EA, the build alternatives are justified in terms of traffic needs. As stated above, soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H.

Comment PC-65-4

OCTA will continue publishing public notice of the project in newspaper advertisements, media advisory, direct mail, fliers, extended outreach, announcements and briefings, and electronic notices.

Comment Letter PC-66

Shelley, Scott@DOT

From: Sharon Toji <ucalady@gmail.com>
Sent: Saturday, December 09, 2017 12:28 AM
To: D12.405-South-Improvement-Project@DOT
Subject: My comments on this proposed project

My name is Sharon Toji. I am a small business owner. I live in Irvine in the project area (zip code 92612) in University Park, and have lived there in one of the first homes built, since 1966. Every work day I drive a Volt Hybrid, usually in the HOV lane, and usually with my husband, to and from my business in Lakewood. I attended the public hearing at University Community Park in Irvine.

Public Transit Versus Freeway Widening

First, although I use the 405 every weekday between Culver Drive and North Cherry in Lakewood, and coming home, I experience the really terrible crush of cars now that the apartment buildings on Michelson are filling up, I still would prefer to see more emphasis on light rail, express bus service, and increased shuttle service, in Orange County, and less on freeway widening.

One of the representatives for the project made the comment to me that a light rail line was planned to run down the center of the 405, and "you people in Irvine didn't want it and turned it down." I don't think that is true, or else it is a huge oversimplification. I remember the issue, and I believe it was more a conservative political faction who held sway in city hall at the time that stopped the talk about light rail in Irvine. Putting a line down the center of the Freeway, if that was the idea, certainly shouldn't have disrupted anyone's neighborhood. However, I heard more about lines running between Irvine and Newport Beach, and I think that would have gotten a lot of angry feedback especially from folks in Newport. But having light rail along the 405 that would join up with the light rail in Long Beach would be wonderful, with some connections to the Amtrak stations in Orange County, and of course much better bus and shuttle service that would also link up with the trains. Right now, when I want to go into Los Angeles, especially on weekends, I drive to Long Beach and park at one of the park and ride Blue Line stations and go into Los Angeles that way. It makes a lot more sense, usually than not only navigating the downtown traffic, but trying to find parking.

I don't believe that density, or lack of it, is the problem. In Portland, light rail has been a huge success and I think that Portland may actually be much less dense than our area is already. I travel to Portland every year, and it is still a city of two and three story buildings, and one and two story homes.

Starting with my college days in Portland, I took buses, trains, and trams everywhere. After Portland, I lived in New York City, then Munich and Hamburg Germany, back to New York and then again to Portland. It was not until I moved to the new Irvine that I finally was forced to learn to drive. Even now, since I have to go to Washington DC often, I happily use the Metro there, as does almost everyone else. In cities like New York, you can see workers in hard hats with their tools taking the subway. People make deliveries by subway. I don't expect that to happen here in Southern California, but I think many more people would use a convenient network of light rail and buses than we might expect.

The more lanes we add, the more we will need. I don't think that the relief will last more than a very short time, and then we'll be in gridlock again. We need to be a lot smarter and farsighted about what we do.

So, from that point of view, I expect I would vote for "doing nothing" or at least doing nothing about freeway widening. However, I don't think my solutions will rule the day, so I'll move on to some thoughts about the potential freeway widening.

Comment Letter PC-66 (Continued)

Environmental Impact

I don't agree that there will be little or no environmental impact. You aren't improving the sound walls, for instance, next to University Park. I saw the plans when I bought in 1966, and the freeway was not supposed to be as close as it is. Now it will be closer. The poor people who bought on the streets near the freeway have lost a lot of value in their homes. I'm fortunate that I purchased on the other side of our main street, Seton Road, so to me the freeway just sounds like ocean waves, and I don't have to look at the traffic out my window. The freeway already impacts some of our major greenbelt areas, and one of our swimming pools, and more importantly, is apt to severely impact the playing fields at Rancho San Joaquin Middle School. And not only is the noise bad, both as a quality of life issue, but also as a health impact, but there are many studies showing how living within a certain distance of a freeway is very bad for the respiratory health of the residents. The freeway is already too close. Bringing it closer will only make it worse, and the children will be most affected.

There should be complete environmental studies done, and even if there is no widening of the freeways, there should be increased mitigation along the freeway as it is now. We need a much denser screen of trees, for instance, both to screen the view and the sound, but also to clean the air.

HOV Lanes

I am very much against the idea of removing the barriers along the HOV lanes. Unless we are getting two HOA Lanes in those areas, so cars are only entering and exiting one of the lanes, it's a bad idea, in my opinion. One of the reasons why we can drive safely and quite fast in the HOV lanes (which I do every day), is because there are no cars weaving in and out. The whole basis of the system on the German Autobahn, and the fact that one can drive very fast there, is that there is a lane for fast driving cars, and there are very few exits. There is always a network of surface streets to take one from town to town, or suburb to suburb, but once you get on the Autobahn, you don't have exits every two or three kilometers. That way, there is no need to weave in and out. That's the way I feel about driving the HOV lanes. I like the fact that I can plan my exits and entrances, and I know that once I get in line and keep up the pace, I can drive safely without a car suddenly cutting in front of me (except for a few lawbreakers). Driving in the other lanes either has to be slower and more cautious, or else it is a constant strain, watching out for the cars weaving in and out of the lanes. That strain is fatiguing, for someone who has to make the trip each day. If you want to do anything, then make sure the entrances and exits are well positioned for transitioning to other freeways. You should always have a couple of miles to be able to cross over the lanes to the transition. Also, be sure that it is clearly marked when the next exit is, so you can get off the HOV land in time.

Assuming that some widening will take place, I certainly am strongly in favor of an environmental study, much more attention paid to sound walls, a much denser screen of trees and shrubbery to mask sound, and clean the air of soot, dust, and other causes of respiratory illness in nearby residents. I hope the HOV lanes stay divided, with reasonable exit points, unless there are two HOV lanes in each direction. I hope that real attention will be paid to increasing public transit options. Small, frequent shuttles might be one answer for Orange County, and might finally bring the possibility of transition to light rail as people discover the convenience of not driving everywhere.

Sharon Toji
3 Brisbane Way
Irvine CA 92612
949 929-6512
UCALady@gmail.com

Response to Comment Letter PC-66

Comment PC-66-1

The commenter's statements regarding the expansion and improvement of a light rail in place of a build alternative for the proposed project have been documented for the public record. In Section 1.4.4 of the IS/EA, TSM encourages "multimodal alternatives integrate multiple forms of transportation modes, such as pedestrian, bicycle, automobile, rail, and transit." However, implementing TSM and TDM measures alone could not satisfy the purpose and need for the project.

Comment PC-66-2

The commenter's opposition to the proposed project has been documented as part of the public record and considered in the decision-making process.

Comment PC-66-3

The environmental impacts have been evaluated in accordance with the guidelines and requirements of CEQA and NEPA. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H. Air quality and the potential for impacts from pollutants are discussed in Section 2.2.6 of the IS/EA to the extent that current scientific information allows. A qualitative assessment of impacts was performed. Please see **Common Response – Air Quality** and **Common Response – Health Risks**. Regarding the project's influence on property values, please see **Common Response – Property Values**.

Comment PC-66-4

The project proposes to remove the existing HOV buffer in both directions and provide continuous access throughout the project limits.

In Orange County, continuous access HOV lanes have been more successful at allowing drivers to safely and easily access the HOV lanes (e.g., SR-22 and SR-55). The continuous access lanes proposed on I-405 within the project limits are anticipated to improve access to several destinations and eliminate the operational deficiencies associated with the existing limited ingress and egress points.

Comment Letter PC-67

Shelley, Scott@DOT

From: Susan Sayre <s.sayre@cox.net>
Sent: Sunday, November 19, 2017 7:57 AM
To: D12.405-South-Improvement-Project@DOT
Subject: I405 South Improvement Project

Hi,

I tried to obtain the draft environmental document for the 405 freeway expansion on both Internet Explorer and Chrome and I got the message on both that the document was not available. Can you please e-mail me a copy of the document. } 1

Thank you,
Susan Sayre
Woodbridge Village, Irvine Resident

Response to Comment Letter PC-67

Comment PC-67-1

Caltrans responded and confirmed the commenter has received the environmental document.

Comment Letter PC-68

Shelley, Scott@DOT

From: Susan Sayre <s.sayre@cox.net>
Sent: Tuesday, November 21, 2017 3:30 PM
To: D12.405-South-Improvement-Project@DOT
Subject: RE: I405 South Improvement Project

Hi Scott,

I did finally get the documents....thank you ever so much. There sure are a lot of documents to read. I will try to be prepared for the meeting.

Thank you,
Susan Sayre

From: Shelley, Scott@DOT [mailto:scott.shelley@dot.ca.gov] On Behalf Of D12.405-South-Improvement-Project@DOT
Sent: Tuesday, November 21, 2017 3:06 PM
To: Susan Sayre
Subject: RE: I405 South Improvement Project

Good morning Ms Sayre,

Thank you for your interest in the proposed project. Sorry to hear you are having difficulty accessing the documents. Which link were you attempting to use to access the project documents? The appropriate/active link for the I-405 Improvement Project (from I-5 to SR-55) is as follows: <http://www.dot.ca.gov/d12/DEA/405/0K710/>. The link is case sensitive. Once you've reached that link there are over 50 more links which contain all of the publicly disclosed documentation for the proposed project.

Here you will find the public notice is available for view and download, followed by the project description, alternatives, various environmental resource area analysis, public coordination chapters, list of appendices and all the supporting technical reports that were prepared in support of the environmental document. Were you able to view this page with all these links on it?

The above link is active right now and I have clicked several of the links to be sure they are working correctly (from Google Chrome browser). I am able to view the pdf files and download them here from my workstation. Once you've had a moment to try the link again, please respond back here and I will follow up with you to be sure you've had access to the materials. } 1

Unfortunately do to the size of the files, emailing the document is not possible (there are a few dozen files and many of them exceed the limits of files we are able to deliver from our servers). Should you still have difficulties we can deliver a CD via mail to an address that you specify. Cheers.

Scott Shelley
Associate Environmental Planner
District 12 Dept of Transportation State of CA
657-328-6164 (desk)

From: Susan Sayre [mailto:s.sayre@cox.net]
Sent: Sunday, November 19, 2017 7:57 AM
To: D12.405-South-Improvement-Project@DOT <D12.405-South-Improvement-Project@dot.ca.gov>
Subject: I405 South Improvement Project

Hi,

I tried to obtain the draft environmental document for the 405 freeway expansion on both Internet Explorer and Chrome and I got the message on both that the document was not available. Can you please e-mail me a copy of the document.

Thank you,
Susan Sayre
Woodbridge Village, Irvine Resident

Response to Comment Letter PC-68

Comment PC-68-1

Caltrans responded and confirmed the commenter has received the environmental document.

Comment Letter PC-69

Shelley, Scott@DOT

From: Buck, Vince <vbuck@Exchange.FULLERTON.EDU>
Sent: Tuesday, December 12, 2017 10:07 PM
To: D12.405-South-Improvement-Project@DOT
Cc: Roy Shahbazian; briancox501
Subject: Comment on Sand Canyon interchange

The southbound Sand Canyon to the northbound 405 is one of the most dangerous interchanges anywhere for bicycles (and not good for pedestrians either). There are two high speed lanes to enter the freeway, one of which is an optional lane. Where are bicycles to ride safely? I do not have answer to that question, but Caltrans should provide a solution. } 1

Vince Buck

Response to Comment Letter PC-69

Comment PC-69-1

The PDT has agreed to consider potential improvements to bicycle and pedestrian facilities as discussed in Section 5A.4.11 of the *Project Report*. Improvements at the I-405/Sand Canyon Avenue interchange would include providing an eastbound (EB) bike lane adjacent to the turn pocket for the NB loop on-ramp, westbound (WB) bike lane to replace the existing chevron striping at the southbound (SB) off- and on-ramps, and pavement delineation for the crosswalk at the NB loop on-ramp. Further analysis and evaluation of these improvements will be made during the final design phase of the project.

Comment Letter PC-70

Shelley, Scott@DOT

From: Buck, Vince <vbuck@Exchange.FULLERTON.EDU>
Sent: Tuesday, December 12, 2017 1:50 PM
To: D12.405-South-Improvement-Project@DOT
Subject: Sand Canyon for bikes

Sand Canyon south at the 405 north s extremely dangerous for bicycles due to two high speed on ramp lanes, one of which is an optional lane. A new configuration or stripping is essential. This is also dangerous for peds. } 1

Vince Buck

Response to Comment Letter PC-70

Comment PC-70-1

The PDT has agreed to consider potential improvements to bicycle and pedestrian facilities as discussed in Section 5A.4.11 of the *Project Report*. Improvements at the I-405/Sand Canyon Avenue interchange would include providing an EB bike lane adjacent to the turn pocket for the NB loop on-ramp, WB bike lane to replace the existing chevron striping at the SB off- and on-ramps, and pavement delineation for the crosswalk at the NB loop on-ramp. Further analysis and evaluation of these improvements will be made during the final design phase of the project.

Comment Letter PC-71



949.768.7261 | 800.369.7260 | pcminternet
27051 Towne Centre Drive, Suite 200, Foothill Ranch, CA 9

December 14, 2017

Woodridge Seasons Maintenance Association
Board of Directors
c/o Professional Community Management

Mr. Scott Shelley
Associate Environmental Planner
California Department of Transportation, District 12
Division of Environmental Analysis
1750 E. 4th Street, Suite 100
Santa Ana, CA 92705

Dear Mr. Shelley,

This letter is in reference to the pending "I-405 South Improvement Project" on behalf of the Woodridge Seasons Maintenance Association, hereinafter referred to as The Seasons. The Seasons consists of 267 homes located in Irvine on the north side of the 405 freeway between the Jeffrey on-ramp to the 405 North and Yale (Segment 4 of the project).

Based on our review of all the documents and maps provided, we are most concerned about the following items if either Alternative 2 or 3 are installed:

1. Increased traffic congestion as it is common knowledge that there will be more cars on the freeway if more lanes are provided. The freeway narrows immediately after the 55 freeway at Harbor/South Coast Drive and again at Brookhurst/Euclid. } 1
2. Increased air pollution due to more cars on the freeway in close proximity to our homes and opens spaces (e.g. swimming pools, basketball courts, jungle-gym play areas and open spaces for recreation). } 2
3. If noise levels exceed the 67 dBA (which is already the case (see attachment). } 3
 - a. The estimated cost to install a sound wall for our area is reportedly projected at \$1,195,000 yet only \$320,000 has been budgeted
 - b. If the budget is not increased it appears that freeway lanes may be installed and we will not be provided sound walls as it is reportedly not feasible based on the studies by Parsons.

Better Living. Maintained.

Comment Letter PC-71 (Continued)



949.768.7261 | 800.369.7260 | pcminternet
27051 Towne Centre Drive, Suite 200, Foothill Ranch, CA 9

4. Incorrect data and maps provided in the documents (see attachments)
 - a. The data provided demonstrates property walls along our location
 - b. The documents suggest that property walls provide sufficient noise abatement; they do not
 - c. The only walls in our area include 6' stucco walls or 6' Timbercrete™ fencing; these are privacy walls; not sound walls.
 } 4
5. Depreciation in the value of our homes due to the aforementioned concerns and increased exposure to pollutants affecting our health. } 5



31 Wintermist, Irvine, CA 92614

Red arrow shows 6' stucco privacy wall. This is not a sound wall.

Better Living. Maintained.

Comment Letter PC-71 (Continued)



No sound walls



Google aerial maps are not all accurate

This is the result of searching for 28 Springflower in the Seasons; result is Springbrook North
(about ¼ mile from Springflower)

Better Living. Maintained.

Comment Letter PC-71 (Continued)



Red arrows show 28 Springflower and 31 Springflower
Caltrans/Parsons' documents show a fence between these homes and the 405
There is no fence in that area, only about a 10' berm

Better Living. Maintained.

Comment Letter PC-71 (Continued)



949.768.7261 | 800.369.7260 | pcminternet
27051 Towne Centre Drive, Suite 200, Foothill Ranch, CA 9



This is the cul-de-sac at the end of Springflower between 28 and 31 Springflower; no walls. Homeowners can see cars on the Jeffrey onramp to the 405 North as the trees are becoming more and more sparse due to wind and storm damage.

In summary, the Seasons is in support of reducing congestion on the freeway. However, the aforementioned information demonstrates our concerns that Alternatives 2 and 3 will only increase congestion, noise and pollution to our homes and will be detrimental to our health as well as the value of our homes.

Respectfully,

Carolyn Lundberg
Vice President

Better Living. Maintained.

Response to Comment Letter PC-71

Comment PC-71-1

As discussed in Section 2.1.6.3 of the IS/EA, the build alternatives are justified in terms of traffic needs. As explained in Section 1.2 of the IS/EA, the purpose of the project is to address the forecasted local and regional traffic demand, which is expected to increase almost 15 percent. Also see Table 1-5, Average Daily Traffic Volumes and Vehicle Miles Traveled, in the IS/EA.

Comment PC-71-2

Caltrans has adopted FHWA guidance for evaluating MSAT emissions to determine the project's impact for local air pollution. Please see *Common Response – Air Quality*.

Comment PC-71-3

Soundwalls 255, 258, 266, 271, 272, 311, and 322 were considered for the northbound and southbound sides of I-405 between Jeffrey Road and Culver Drive. Soundwalls 255 and 322 are feasible and reasonable and recommended for construction. Soundwalls 258 and 272 are feasible but not reasonable due to cost. Soundwall 266 is feasible but not reasonable based on the results of the residential viewpoint survey. Soundwalls 271 and 311 are not reasonable because the walls would not achieve the design goal of at least 7.0 dB of noise reduction at one or more benefited receptors. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H.

Comment PC-71-4

The NSR shows several existing walls along the perimeter of the properties described by the commenter (refer to NSR, Appendix H,

Figure 9). These are modeled as existing walls and not existing soundwalls. Existing walls are modeled but are not considered to provide abatement.

FHWA's TNM initially calculated the noise levels of all receptors. This was with the assumption that there was an existing soundwall between the Jeffrey Road NB on-ramp and a cul-de-sac at Springflower. After finding that there was no such existing wall, the TNM was reconfigured. Results of the updated model show that, at the location of Receptor R4.27, the dBA will increase in both Alternatives 2 and 3 from 62.8 to 63.6, and from 63.4 to 64.2, respectively. However, the change in dBA does not exceed the NAC and is not considered a significant impact.


Comment PC-71-5

Regarding the project's influence on property values, please see *Common Response – Property Values*.

H.8 Public Hearing

H.8.1 Comment Cards

Comment Card CC-1



COMMENT CARD
PUBLIC HEARING: DECEMBER 5, 2017

NAME: Ashley Cardenas ORGANIZATION: _____
 EMAIL: ashleywadsom@gmail.com PHONE: (949) 370-8056
 ADDRESS: 94 Echo Run CITY: Irvine ZIP: 92614

What environmental elements most interest you? ☒ Air Quality ☒ Noise ☐ Land Use ☐ Visual Aesthetics
☐ Traffic ☐ Water Quality & Storm Water Runoff ☐ Hydrology & Floodplain ☐ Community Impacts ☐ Right-of-Way
☐ Other _____

COMMENTS:

I strongly feel that a soundwall needs to be built, even with the current freeway noise, but especially if the proposed additional lanes are approved. I live on the second story and I was told by the representatives here that the soundwall would not materially benefit me but only benefit those who live on the first floor. I'm very upset that I won't be receiving any benefits or equal treatment. I feel that a viable option ~~is~~ would be to increase the height of the wall so that my neighbors and I on the second story can live more comfortably. What is currently in place, a wood fence, is inadequate in providing the mitigation required for the currently recorded decibal levels (approx 60-65 dba). With the proposed freeway addition of an increase in decibals by 3 and a reduction of only 1 decibal on the 2nd story - my ~~and my family's~~ quality of life is negatively impacted. Thank You!

Comments received as part of this open house will be responded to within the project final environmental document.

Please comment in writing by December 15, 2017.

EMAIL D12.405-South-Improvement-Project@dot.ca.gov

MAIL to Scott Shelley, Caltrans District 12, Division of Environmental Analysis, 1750 E 4th Street, Suite 100, Santa Ana, CA 92705

If you have questions, please contact Andrea Hammann of OCTA at



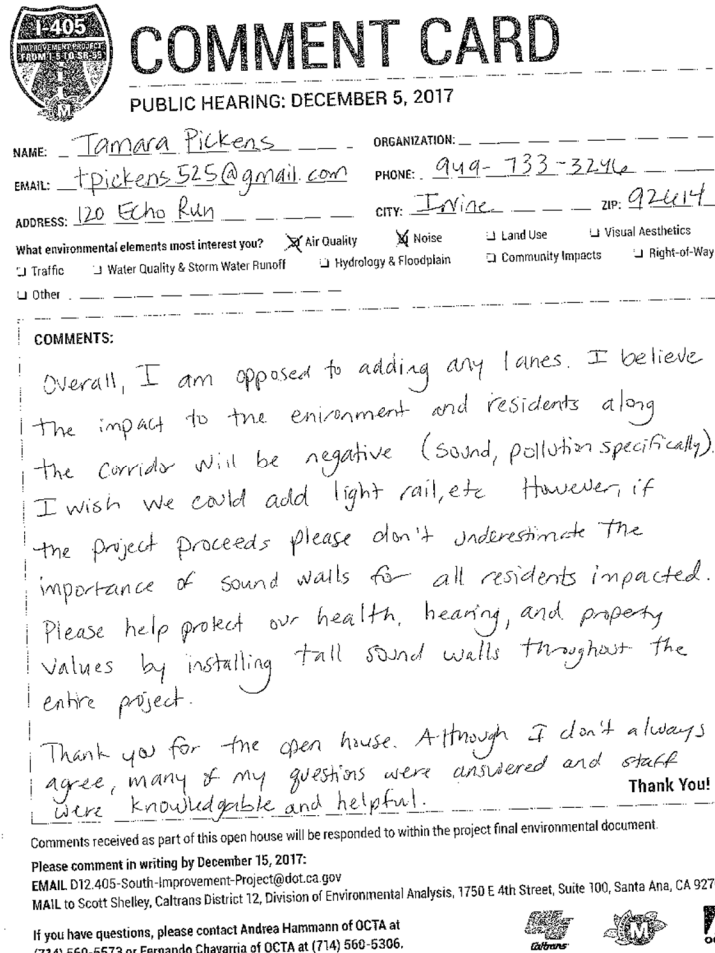
Response to Comment Card CC-1

Comment CC-1-1

Soundwall 322 was considered for the northbound side of I-405 between Yale Avenue and Culver Drive. Soundwall 322 is feasible and reasonable and is recommended for construction. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H.

Comment Card CC-2

Response to Comment Card CC-2






COMMENT CARD
PUBLIC HEARING: DECEMBER 5, 2017

NAME: Tamara Pickens ORGANIZATION: _____
 EMAIL: tpickens525@gmail.com PHONE: 949-733-3246
 ADDRESS: 120 Echo Run CITY: Irvine ZIP: 92614

What environmental elements most interest you?
☐ Air Quality ☒ Noise ☐ Land Use ☐ Visual Aesthetics
☐ Traffic ☐ Water Quality & Storm Water Runoff ☐ Hydrology & Floodplain ☐ Community Impacts ☐ Right-of-Way
☐ Other _____

COMMENTS:
 Overall, I am opposed to adding any lanes. I believe the impact to the environment and residents along the corridor will be negative (sound, pollution specifically). I wish we could add light rail, etc. However, if the project proceeds please don't underestimate the importance of sound walls for all residents impacted. Please help protect our health, hearing, and property values by installing tall sound walls throughout the entire project.
 Thank you for the open house. Although I don't always agree, many of my questions were answered and staff were knowledgeable and helpful.
 Thank You!

Comments received as part of this open house will be responded to within the project final environmental document.
 Please comment in writing by December 15, 2017:
 EMAIL: D12.405-South-Improvement-Project@dot.ca.gov
 MAIL to Scott Shelley, Caltrans District 12, Division of Environmental Analysis, 1750 E 4th Street, Suite 100, Santa Ana, CA 92705
 If you have questions, please contact Andrea Hammann of OCTA at (714) 560-5573 or Fernando Chavarria of OCTA at (714) 560-5306.


Comment CC-2-1

The commenter's opposition to the proposed project has been documented as part of the public record and considered in the decision-making process. As stated in Section 2.1.6.3 of the IS/EA, the build alternatives are justified in terms of traffic needs. The build alternatives would provide overall positive impacts and address the purpose of the project which, as explained in Section 1.2 of the IS/EA, is to address the forecasted local and regional traffic demand, which is expected to increase almost 15 percent.

Section 1.4.4 of the IS/EA discusses multimodal alternatives, including rail and transit, and notes that implementing TSM and TDM measures alone could not satisfy the purpose and need for the project.

Soundwall 322 was considered for the northbound side of I-405 between Yale Avenue and Culver Drive. Soundwall 322 is feasible and reasonable and is recommended for construction. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H. Air quality and the potential for impacts from pollutants are discussed in Section 2.2.6 of the IS/EA to the extent that current scientific information allows. A qualitative assessment of impacts was performed. Please see **Common Response – Air Quality** and **Common Response - Health Risks**. Regarding the project's influence on property values, please see **Common Response – Property Values**.

Comment Card CC-3

 **COMMENT CARD**

PUBLIC HEARING: DECEMBER 5, 2017

NAME: Brandon Copley ORGANIZATION: Desire End

EMAIL: copley30@cox.net PHONE: (949) 726-1880

ADDRESS: 15 Cypress Tree Lane CITY: Twine, CA ZIP: 92612

What environmental elements most interest you? ☐ Air Quality ☐ Noise ☐ Land Use ☐ Visual Aesthetics

☐ Traffic ☐ Water Quality & Storm Water Runoff ☐ Hydrology & Floodplain ☐ Community Impacts ☐ Right-of-Way

☐ Other _____

COMMENTS:

Please consider adding additional sound wall improvements to the 405 Project between 4th Street and University Drive. We are concerned that adding additional lanes will increase the noise and dirt in the neighborhood. We believe the current sound study may underestimate the increased sound likely to be the result of the expansion project. Thank You!

Comments received as part of this open house will be responded to within the project final environmental document.

Please comment in writing by December 15, 2017:
EMAIL D12.405-South-Improvement-Project@dot.ca.gov
MAIL to Scott Shelley, Caltrans District 12, Division of Environmental Analysis, 1750 E 4th Street, Suite 100, Santa Ana, CA 92705

If you have questions, please contact Andrea Hammann of OCTA at (714) 560-5573 or Fernando Chavarria of OCTA at (714) 560-5306


Response to Comment Card CC-3

Comment CC-3-1

Soundwalls 255, 258, 266, 271, 272, 311, and 322 were considered for the northbound and southbound sides of I-405 between Jeffrey Road and Culver Drive. Soundwalls 255 and 322 are feasible and reasonable and recommended for construction. Soundwalls 258 and 272 are feasible but not reasonable due to cost. Soundwall 266 is feasible but not reasonable based on the results of the residential viewpoint survey. Soundwalls 271 and 311 are not reasonable because the walls would not achieve the design goal of at least 7.0 dB of noise reduction at one or more benefited receptors. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H.

Comment Card CC-4

Response to Comment Card CC-4

 **COMMENT CARD**
PUBLIC HEARING: DECEMBER 5, 2017

NAME: MARK SUGARS ORGANIZATION: _____
EMAIL: jsugars@sbcglobal.net PHONE: _____
ADDRESS: _____ CITY: IRVINE ZIP: _____

What environmental elements most interest you?
☐ Traffic ☐ Water Quality & Storm Water Runoff ☐ Hydrology & Floodplain ☒ Land Use ☐ Visual Aesthetics
☐ Air Quality ☐ Noise ☐ Community Impacts ☐ Right-of-Way
☐ Other ENVIRONMENT

COMMENTS:
 CALTRANS HIGHWAY DESIGN MANUAL 902.4 says that in the landscaping & CALTRANS projects, "California plants that meet required planting criteria should be used to the greatest extent possible." It is possible to do landscaping with all California plants, and still have all the plants meet the planting criteria. So, does that mean the I-405 SOUTH IMPROVEMENT PROJECT WILL REPLACE THE PLANTS REMOVED IN CONSTRUCTION WITH NATIVE PLANTS, EXCLUSIVELY?

Thank You!

Comments received as part of this open house will be responded to within the project final environmental document.
 Please comment in writing by December 15, 2017:
 EMAIL D12.405-South-Improvement-Project@dot.ca.gov
 MAIL to Scott Shelley, Caltrans District 12, Division of Environmental Analysis, 1750 E 4th Street, Suite 100, Santa Ana, CA 92705
 If you have questions, please contact Andrea Hammann of OCTA at (714) 560-5573 or Fernando Chavarria of OCTA at (714) 560-5566

Comment CC-4-1

The commenter's statement regarding landscape restoration for the proposed project has been documented as part of the public record and considered in the decision-making process. As discussed in Section 2.3.1.3 of the IS/EA, efforts will be carried out to restore areas of natural habitat that are temporarily affected by construction, mirroring the characteristics of the surrounding vegetation and/or returning the affected areas to previous conditions. The Caltrans Highway Design Manual encourages the use of California native plants where appropriate. Planting palettes for the project will be selected based on many factors, including space availability, plant size limitation, level of expected maintenance, access and safety for maintenance, aesthetic, water uses, soil types, and viability of a species within a freeway corridor environment. Native plants will be evaluated during the final design phase and included in the planting palette where appropriate.

Comment Card CC-5

Response to Comment Card CC-5



COMMENT CARD

PUBLIC HEARING: DECEMBER 5, 2017

NAME: FRANK Wagoner ORGANIZATION: LAKE Forest
 EMAIL: LAKE Forest @ FRANK Wagoner . com PHONE: 714-354-7777
 ADDRESS: 23932 Tarrow Ln CITY: Lake Forest CA 92630
 What environmental elements most interest you? ☒ Air Quality ☒ Noise ☐ Land Use ☐ Visual Aesthetics
☐ Traffic ☐ Water Quality & Storm Water Runoff ☐ Hydrology & Floodplain ☐ Community Impacts ☐ Right-of-Way
☐ Other _____

COMMENTS:

Irvine Center SB Exit needs
 more longer Exit Lanes - there are numerous
 high growth project near there, from 32 stories
 buildings to new grocery store. so estimates
 seem low. Also make right turn lane
 merge better the longer the right turn lane
 the better

Thank You!

Comments received as part of this open house will be responded to within the project final environmental document.
 Please comment in writing by December 15, 2017:


EMAIL DT2.405-South-Improvement-Project@dot.ca.gov

MAIL to Scott Shelley, Caltrans District 12, Division of Environmental Analysis, 1750 E 4th Street, Suite 100, Santa Ana, CA 92705

If you have questions, please contact Andrea Hammann of OCTA at
 (714) 560-5573 or Fernando Chavarria of OCTA at (714) 560-5306



Comment Card CC-6

 **COMMENT CARD**
PUBLIC HEARING: DECEMBER 5, 2017




NAME: KEVIN ANSEL ORGANIZATION: _____
EMAIL: KEVINANSEL@YAHOO.COM PHONE: 949-559-4664
ADDRESS: 28 AMBERLEAF, IRVINE CA CITY: _____ ZIP: 92614

What environmental elements most interest you?
☒ Traffic ☐ Water Quality & Storm Water Runoff ☐ Air Quality ☒ Noise ☐ Land Use ☐ Visual Aesthetics
☐ Hydrology & Floodplain ☒ Community Impacts ☐ Right-of-Way
☐ Other _____

COMMENTS:
WHERE IS MY SOUND WALL!

Thank You!

Comments received as part of this open house will be responded to within the project final environmental document.
Please comment in writing by December 15, 2017:
EMAIL D12.405-South-Improvement-Project@dot.ca.gov
MAIL to Scott Shelley, Caltrans District 12, Division of Environmental Analysis, 1750 E 4th Street, Suite 100, Santa Ana, CA 92705
If you have questions, please contact Andrea Haimmann of OCTA at 714) 560-5573 or Fernando Chavarria of OCTA at (714) 560-5306

Response to Comment Card CC-6

Comment CC-6-1

Soundwall 258 was considered for the northbound side of I-405 between Jeffrey Road and Yale Avenue. Soundwall 258 is feasible but not reasonable due to cost. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H.

Comment Card CC-7

COMMENT CARD
PUBLIC HEARING: DECEMBER 5, 2017

NAME: David Chui ORGANIZATION: N/A
EMAIL: mintaka@cox.net PHONE: _____
ADDRESS: 4642 Royce Rd CITY: Irvine ZIP: 92612

What environmental elements most interest you?
☐ Traffic ☐ Air Quality ☐ Noise ☐ Land Use ☐ Visual Aesthetics
☐ Water Quality & Storm Water Runoff ☐ Hydrology & Floodplain ☐ Community Impacts ☐ Right-of-Way
☐ Other _____

COMMENTS:

The history of freeway construction in Southern California makes one skeptical that either build alternative will achieve the stated traffic benefits. Every freeway in the region has been or is being expanded but the traffic increases to meet the capacity, especially with the limited public transit alternatives. My personal preference is for the no build alternative, with the urgent project funds to be used on other regional projects.

Assuming one of the build alternatives will be chosen, I respectfully suggest the following to be considered as part of the scope of the project:

- Additional HOV lane to be added along with the 6P lane(s) - ideally, in the same configuration as is currently being built on the 405 between SR 73 and the 605 (express lanes).
- Improved bike trail amenities on the adjacent city-owned Freeway trail - such as lighting between Calaveras and Jeffrey on the north side, and between Jeffrey and Sand Canyon on the south side. There are currently being proposed bike trails (see attached).
- Higher soundwall heights on the existing walls along the 405 south side, to counteract the increased noise equally in the area.

Thank You!

Comments received as part of this open house will be responded to within the project final environmental document.

Please comment in writing by December 15, 2017:
 MAIL D12.405-South-Improvement-Project@dot.ca.gov
 MAIL to Scott Shelley, Caltrans District 12, Division of Environmental Analysis, 1750 E 4th Street, Suite 100, Santa Ana, CA 92705

If you have questions, please contact Andrea Hanmann of OCTA at (949) 560-5573 or Fernando Chavarria of OCTA at (714) 560-5306.

Response to Comment Card CC-7

Comment CC-7-1

The commenter's statements regarding the proposed project's lack of traffic improvement have been documented as part of the public record and considered in the decision-making process. As shown in Section 2.1.6.3 of the IS/EA, the build alternatives are justified in terms of traffic needs. The build alternatives would provide overall positive impacts. As explained in Section 1.2 of the IS/EA, the purpose of the project is to address the forecasted local and regional traffic demand, which is expected to increase almost 15 percent. Also see Table 1-5, Average Daily Traffic Volumes and Vehicle Miles Traveled.

Comment CC-7-2

Operation of the HOV lanes (one lane in each direction) within the project limits is discussed in Section 2.1.6.2 of the IS/EA. All the HOV lane segments under existing and future build and no-build conditions are expected to operate at LOS D or better during the AM and PM peak hours in both directions. Adding an HOV lane in each direction is not justified.

The bike trails on the north side of the freeway are owned by the City of Irvine, and the bike trails on the south side of the freeway are owned by the County of Orange. For trails that are owned by the City and the County, the authorities are responsible for improvement of the trails in their respective jurisdictions. Caltrans does not have the authority to make improvements upon their facilities. In addition, improving the bike trails does not address the purpose and need of the project, as explained in Section 1.2 of the IS/EA. However, the PDT has agreed to consider potential improvements to bicycle and pedestrian facilities within the jurisdiction of Caltrans at the freeway interchanges, as discussed in Section 5A.4.11 of the *Project Report*. Further analysis

and evaluation of these improvements will be made during the final design phase of the project.

Soundwalls 255, 271, and 311 were considered for the southbound side of I-405 between Jeffrey Road and Culver Drive. Soundwall 255 is feasible and reasonable and is recommended for construction. Soundwalls 271 and 311 are not reasonable because the walls would not achieve the design goal of at least 7.0 dB of noise reduction at one or more benefited receptors. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H.


This project proposes to improve the freeway. The bike trails on the north side of the freeway are owned by the City of Irvine, and the bike trails on the south side of the freeway are owned by the County of Orange. The trail referenced in the comment letter is County-owned property. For trails that are owned by the City and the County, the authorities are responsible for improvement of the trails in their respective jurisdictions. Caltrans does not have the authority to make improvements upon their facilities that are not within the jurisdiction of Caltrans and so cannot be improved as part of this project.

Comment CC-7-3

The NSR identifies heights and lengths required to provide the feasible abatement. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H.

Response to Comment Card CC-8

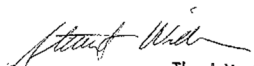
Comment Card CC-8

 **COMMENT CARD**
PUBLIC HEARING: DECEMBER 5, 2017

NAME: Stuart Wilbur ORGANIZATION: _____
EMAIL: _____ PHONE: 949 733 9663
ADDRESS: 3 Redwood Tree Lane (3245) CITY: Tr.V ZIP: 92612-2226

What environmental elements most interest you?
☐ Traffic ☐ Air Quality ☒ Noise ☐ Land Use ☐ Visual Aesthetics
☐ Water Quality & Storm Water Runoff ☐ Hydrology & Floodplain ☐ Community Impacts ☐ Right-of-Way
☐ Other _____

COMMENTS: I am concerned that the sound wall be constructed to the most possible height, particularly on the south side of the freeway, between Culver Dr. and Yale. I own my home at the above address and the existing soundwall has not been effective in reducing traffic noise, especially during Santa Ana events. I have 2 bedrooms on the second floor eastern exposure, in which the noise has always been excessive. I assume, I hope correctly, that the sound wall will be built at the TOP of the berm. In addition, I would like to say that vegetation added along the right of way is useless for noise reduction, no matter the density. If it is added for aesthetics, or dust reduction (?), that's fine but not significant.


Thank You!

Comments received as part of this open house will be responded to within the project final environmental document.
 Please comment in writing by December 15, 2017:
 MAIL D12.405-South-Improvement-Project@dot.ca.gov
 MAIL to Scott Shelley, Caltrans District 12, Division of Environmental Analysis, 1750 E 4th Street, Suite 100, Santa Ana, CA 92705
 If you have questions, please contact Andrea Hammann of OCTA at (714) 560-5573 or Fernando Chavarria of OCTA at (714) 560-5306.

Comment CC-8-1

Soundwall 311 was considered for the southbound side of I-405 between Jeffrey Road and Culver Drive. Soundwall 311 is not reasonable because the wall would not achieve the design goal of at least 7.0 dB of noise reduction at one or more benefited receptors. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H.

Comment Card CC-9

Response to Comment Card CC-9



COMMENT CARD

PUBLIC HEARING: DECEMBER 5, 2017

NAME: Jennifer Parzakonis ORGANIZATION: Home Owner
 EMAIL: jen.parzakonis@gmail.com PHONE: (949) 784-9364
 ADDRESS: 641 Road Tree LN CITY: Irvine ZIP: 92612
 What environmental elements most interest you? ☒ Air Quality ☒ Noise ☐ Land Use ☐ Visual Aesthetics
☒ Traffic ☐ Water Quality & Storm Water Runoff ☐ Hydrology & Floodplain ☐ Community Impacts ☐ Right-of-Way
☐ Other _____

COMMENTS:

We live off of Culver / michelson along the side of the road where the noise abatement wall resides. The wall at segment 4 is 10' high and we hear the freeway noise all the time. From an actionable dBA level it may not seem like a huge deal with the increase in noise from this change. However, the current sound levels are a nuisance and most nights we cannot open our windows. I request the wall at segment 4 to be raised to 16'. We also pay good money to own a home here and high taxes. We deserve for a hard earned money to be used to ensure our ^{own} home within their value. Thank You!

Comments received as part of this open house will be responded to within the project final environmental document.

Please comment in writing by December 15, 2017:

EMAIL D12.405-South-Improvement-Project@dot.ca.gov

MAIL to Scott Shelley, Caltrans District 12, Division of Environmental Analysis, 1750 E 4th Street, Suite 100, Santa Ana, CA 92705

If you have questions, please contact Andrea Hammann of OCTA at (714) 560-5573 or Fernando Chavarria of OCTA at (714) 560-5306.




Comment CC-9-1

Soundwalls 255, 271, and 311 were considered for the southbound side of I-405 between Jeffrey Road and Culver Drive. Soundwall 255 is feasible and reasonable and is recommended for construction. Soundwalls 271 and 311 are not reasonable because the walls would not achieve the design goal of at least 7.0 dB of noise reduction at one or more benefited receptors. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H.

Comment CC-9-2

Regarding the project's influence on property values, please see *Common Response – Property Values*.

Comment Card CC-10

 **COMMENT CARD**
PUBLIC HEARING: DECEMBER 5, 2017




NAME: Olusanna Simsarlan ORGANIZATION: _____
 EMAIL: ssimsar@cox.net PHONE: 949 733 1243
 ADDRESS: 6 Cypress Tree Ln CITY: Isurus ZIP: 92612

What environmental elements most interest you?
☐ Traffic ☐ Water Quality & Storm Water Runoff ☒ Air Quality ☒ Noise ☐ Land Use ☐ Visual Aesthetics
☐ Other ☐ Hydrology & Floodplain ☐ Community Impacts ☐ Right-of-Way

COMMENTS: *My main concern is SW 311, that wall needs to be raised to protect the many homes that it will impact. Your main concern should be the residents and it doesn't seem like you taking us into consideration at all, or what it does to our property values. I'm very disappointed.*

Thank You!

Comments received as part of this open house will be responded to within the project final environmental document.
 Please comment in writing by December 15, 2017:
 EMAIL: D12.405-South-Improvement-Project@dot.ca.gov
 MAIL to Scott Shelley, Caltrans District 12, Division of Environmental Analysis, 1750 E 4th Street, Suite 100, Santa Ana, CA 92705
 If you have questions, please contact Andrea Hammann of OCTA at (714) 560-5573 or Fernando Chavarria of OCTA at (714) 560-5306.

Response to Comment Card CC-10

Comment CC-10-1

Soundwall 311 was considered for the southbound side of I-405 between Jeffrey Road and Culver Drive. Soundwall 311 is not reasonable because the wall would not achieve the design goal of at least 7.0 dB of noise reduction at one or more benefited receptors. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H. Regarding the project's influence on property values, please see **Common Response – Property Values.**

Comment Card CC-11

Response to Comment Card CC-11



COMMENT CARD

PUBLIC HEARING: DECEMBER 5, 2017

NAME: KERRY BERLIN ORGANIZATION: TERRACE HOA FINANCE COMMITTEE
EMAIL: KERRYBERLIN@GMAIL.COM PHONE: 949-679-6100
ADDRESS: 6 CAROB, IRVINE CA 92612 CITY: IRVINE ZIP: 92612
What environmental elements most interest you? ☐ Air Quality ☒ Noise ☐ Land Use ☐ Visual Aesthetics
☐ Traffic ☐ Water Quality & Storm Water Runoff ☐ Hydrology & Floodplain ☐ Community Impacts ☐ Right-of-Way
☐ Other _____

COMMENTS:

OUR HOA HAS BEEN ACTIVELY PURSUING
THIS REQUEST FOR A SOUND WALL CONTINUATION
FOR A DECADE. WE HAVE BEEN UNSUCCESSFUL
TO DATE, SO THIS STUDY & MEETING ARE
A VERY WELCOME OCCURRENCE.

AS A HOMEOWNER THAT IS MOST AFFECTED
BY THE ABSENCE OF A SOUNDWALL (6 CAROB
- SOUNDWALL 255 PROPOSED) WE HAVE A PERSONAL
STAKE IN THIS ISSUE AND WOULD LIKE TO
SEE IT APPROVED & CONSTRUCTED ASAP.

Thank You!

Comments received as part of this open house will be responded to within the project final environmental document.

Please comment in writing by December 15, 2017:

EMAIL D12.405-South-Improvement-Project@dot.ca.gov

MAIL to Scott Shelley, Caltrans District 12, Division of Environmental Analysis, 1750 E 4th Street, Suite 100, Santa Ana, CA 92705


If you have questions, please contact Andrea Hammann of OCTA at
(714) 560-5573 or Fernando Chavarria of OCTA at (714) 560-5306.



Comment CC-11-1

The commenter's support of Soundwall S255 has been documented for the public record. Soundwall 255 is feasible and reasonable and is recommended for construction.

Comment Card CC-12

 **COMMENT CARD**
PUBLIC HEARING: DECEMBER 5, 2017

NAME: Su Chen ORGANIZATION: _____
EMAIL: manofaudi@gmail.com PHONE: (626) 688-0325
ADDRESS: 78 Racing Wind CITY: Irvine ZIP: _____




What environmental elements most interest you?
☒ Traffic ☐ Water Quality & Storm Water Runoff ☒ Air Quality ☒ Noise ☒ Land Use ☐ Visual Aesthetics
☐ Other _____ ☐ Hydrology & Floodplain ☐ Community Impacts ☐ Right-of-Way

COMMENTS:

I concern about the noise from I405 & increase with the Improvement Project. If the high-way is going to widen, than the Sound Wall has to build to prevent noise level.

Thank You!

Comments received as part of this open house will be responded to within the project final environmental document.
 Please comment in writing by December 15, 2017:
 EMAIL: D12.405-South-Improvement-Project@dot.ca.gov
 MAIL to Scott Shelley, Caltrans District 12, Division of Environmental Analysis, 1750 E 4th Street, Suite 100, Santa Ana, CA 92705
 If you have questions, please contact Andrea Hammann of OCTA at
 (714) 560-5573 or Fernando Chavarria of OCTA at (714) 560-5306.


Response to Comment Card CC-12

Comment CC-12-1

Soundwall 322 was considered for the northbound side of I-405 between Yale Avenue and Culver Drive. Soundwall 322 is feasible and reasonable and is recommended for construction. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H.

Comment Card CC-13

Response to Comment Card CC-13




 **COMMENT CARD**
PUBLIC HEARING: DECEMBER 5, 2017

NAME: Kristopher Fortin ORGANIZATION: _____
EMAIL: kfortin08@gmail.com PHONE: 424-710-7680
ADDRESS: 7121 S. Curtis Ave, Alhambra CITY: Alhambra ZIP: 91803

What environmental elements most interest you?
☐ Traffic ☐ Air Quality ☐ Noise ☐ Land Use ☐ Visual Aesthetics
☐ Water Quality & Storm Water Runoff ☐ Hydrology & Floodplain ☐ Community Impacts ☐ Right-of-Way
☒ Other Safety to pedestrians & bicyclists

COMMENTS:
 I'm a Santa Ana community member, and my biggest concern is are the changes & safety impacts to bicyclist and pedestrians. I brought up my concerns to an engineer that on a off ramps don't look safe since most/all are ~~desi~~ designed to give uninterrupted flow of movement to automobiles. The engineer mentioned that in the case of on/off ramps in this portion of the 405, pedestrians/bicyclists don't frequent often. My concern is that these on/off ramps and local streets are designed for cars, thus not designed to be safe, & they don't encourage either foot/bike modes to travel this way. I'd encourage engineers to include safety as an element and as a concern, as these are vital modes to immigrant/low-income populations. Include ~~no~~ street markers for cyclists, include safe crossings for pedestrians, no matter their frequency.
 Also, I'm ~~not~~ in support of the "no-build" option. Thank You!

Comments received as part of this open house will be responded to within the project final environmental document.
 Please comment in writing by December 15, 2017:
 EMAIL: D12.405-South-Improvement-Project@dot.ca.gov
 MAIL to Scott Shelley, Caltrans District 12, Division of Environmental Analysis, 1750 E 4th Street, Suite 100, Santa Ana, CA 92705
 If you have questions, please contact Andrea Hammann of OCTA at (714) 560-5573 or Fernando Chavarria of OCTA at (714) 560-5306.

Comment CC-13-1

The commenter's support for the No Build Alternative has been documented as part of the public record and considered in the decision-making process.

As part of the project, the Project Development Team has agreed to consider potential improvements to bicycle and pedestrian facilities as discussed in Section 5A.4.11 of the *Project Report* (July 2018). The improvements at the Irvine Center Drive Interchange would include permanent striping modifications to provide a Class II bike lane along both sides of Irvine Center Drive with continuous bike lane markings through the ramp intersections. Further analysis and evaluation of these improvements and implementation of temporary striping and signage for the proposed 9-month detour will be made during the final design phase of the project..

Comment Card CC-14

Response to Comment Card CC-14



COMMENT CARD

PUBLIC HEARING: DECEMBER 5, 2017

NAME: Florin Tin ORGANIZATION: Tennex Association
 EMAIL: florin.tin@outlook.com PHONE: (714) 307-3964
 ADDRESS: 6 Camphor N CITY: Irvine ZIP: 92612
 What environmental elements most interest you? ☐ Air Quality ☒ Noise ☐ Land Use ☐ Visual Aesthetics
☐ Traffic ☐ Water Quality & Storm Water Runoff ☐ Hydrology & Floodplain ☐ Community Impacts ☐ Right-of-Way
☐ Other _____

COMMENTS:

This is in regard to proposed sand wall #255.
 The street where I reside, 6 Camphor N, as well as other 30+ houses on the east, do not benefit from the proposed sand barrier (16'), but remain at 14'. The existing 14' wall is insufficient to contain the current traffic noise pollution, exceeding 70 db and spiking to 100 db when a rumble motor bike passes, or a truck applies its compression brakes.
 Please consider Camphor N to be included on an elevated wall construction at minimum 16' or higher.
 Thank you!

Thank You!

Comments received as part of this open house will be responded to within the project final environmental document.

Please comment in writing by December 15, 2017:

EMAIL D12.405-South-Improvement-Project@dot.ca.gov

MAIL to Scott Shelley, Caltrans District 12, Division of Environmental Analysis, 1750 E 4th Street, Suite 100, Santa Ana, CA 92705

If you have questions, please contact Andrea Hammann of OCTA at
 (714) 560-5573 or Fernando Chavarria of OCTA at (714) 560-5306.



Comment CC-14-1

Soundwalls 255, 271, and 311 were considered for the southbound side of I-405 between Jeffrey Road and Culver Drive. Soundwall 255 is feasible and reasonable and is recommended for construction. Soundwalls 271 and 311 are not reasonable because the walls would not achieve the design goal of at least 7.0 dB of noise reduction at one or more benefited receptors. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H.

Comment Card CC-15

Response to Comment Card CC-15



COMMENT CARD

PUBLIC HEARING: DECEMBER 5, 2017

NAME: JASON CAHILL ORGANIZATION: _____
EMAIL: jcahill79@gmail.com PHONE: 949-767-7763
ADDRESS: 4 Cypress Tree Ln CITY: IRVINE ZIP: 92612
What environmental elements most interest you? ☒ Air Quality ☒ Noise ☐ Land Use ☐ Visual Aesthetics
☐ Traffic ☐ Water Quality & Storm Water Runoff ☐ Hydrology & Floodplain ☐ Community Impacts ☐ Right-of-Way
☐ Other _____

COMMENTS:

I am writing to express my concern and dissatisfaction that Soundwall 311 is not being raised nor updated to abate any of the increase in traffic noise that these proposals will bring. This soundwall separates a very large stretch of University Park which impacts many long term Irvine residents. It was stated that reducing 5db was not deemed to be enough of an improvement based on your cost-benefit/improvement metrics. I believe that any improvement + definitely a 5db improvement would be beneficial to the quality of life of so many residents. Please reconsider in raising this particular soundwall. The current height is too low and should be raised to ensure that residents in this area do not move based on a lesser quality of life!!
Thank You!

1

Comments received as part of this open house will be responded to within the project final environmental document.

Please comment in writing by December 15, 2017:

EMAIL: D12.405-South-Improvement-Project@dot.ca.gov

MAIL to Scott Shelley, Caltrans District 12, Division of Environmental Analysis, 1750 E 4th Street, Suite 100, Santa Ana, CA 92705

If you have questions, please contact Andrea Hammann of OCTA at (714) 560-5573 or Fernando Chavarria of OCTA at (714) 560-5306.



Comment CC-15-1

Soundwall 311 is not reasonable because the wall would not achieve the design goal of at least 7.0 dB of noise reduction at one or more benefited receptors. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H.

Comment Card CC-16

Response to Comment Card CC-16



COMMENT CARD

PUBLIC HEARING: DECEMBER 5, 2017

NAME: TRESA OLIVERI ORGANIZATION: _____
 EMAIL: imtresad@yahoo.com PHONE: _____
 ADDRESS: 5 Lemon Tree CITY: Anne ZIP: 92612
 What environmental elements most interest you? ☒ Air Quality ☒ Noise ☐ Land Use ☐ Visual Aesthetics
☒ Traffic ☒ Water Quality & Storm Water Runoff ☐ Hydrology & Floodplain ☒ Community Impacts ☐ Right-of-Way
☐ Other _____

COMMENTS:

My preference is Alternative 2.

} 1

Thank You!

Comments received as part of this open house will be responded to within the project final environmental document.

Please comment in writing by December 15, 2017:

EMAIL D12.405-South-Improvement-Project@dot.ca.gov


MAIL to Scott Shelley, Caltrans District 12, Division of Environmental Analysis, 1750 E 4th Street, Suite 100, Santa Ana, CA 92705

If you have questions, please contact Andrea Hamman of OCTA at (714) 560-5573 or Fernando Chavarria of OCTA at (714) 560-5306.



Comment Card CC-17

Response to Comment Card CC-17



COMMENT CARD

PUBLIC HEARING: DECEMBER 5, 2017

NAME: Keri Fujii ORGANIZATION: Ms. Keri Fujii
 EMAIL: felix.fujii@hotmail.com PHONE: 152 Echo Road
 ADDRESS: → CITY: Irvine, CA 92614 ZIP:

What environmental elements most interest you?
☒ Traffic ☒ Air Quality ☒ Noise ☐ Land Use ☒ Visual Aesthetics
☒ Water Quality & Storm Water Runoff ☐ Hydrology & Floodplain ☒ Community Impacts ☐ Right-of-Way
☐ Other

COMMENTS: (I didn't have time to fill this out @ the 12/5 meeting)
 I live in a 2nd floor condo closest to the 405 in my complex.
 I support work to ease freeway congestion & slowed traffic its quite
 noisy in & out of my unit - I would LOVE to have a 16-18' sound
 wall installed to reduce noise & possibly harmful particulates. I
 can hear traffic, traffic stops (police megaphones), accidents &
 horns even with my bedroom slider closed. My bedroom &
 kitchen windows directly face 405 - it should also be carport
 aesthetically pleasing - I assume you will have to work with
 my 2 HOAs - Woodbridge Village Ass'n & Park Vista Maintenance.
 Last time work was done on the freeway wall there was a gap
 temporarily & rats & animals living on the freeway side
 moved to our car parking lot/carports. Please ensure the
 barrier is maintained @ all times. Will you be monitoring
 current noise levels now @ different spots so I can see
 what the current dBs is @ my condo? (upstairs vs down)
 Is that info. online? What hours & noise levels & timeline
 will be for construction?
 Thank you for the outreach & avail. of knowledgeable parties @
 the outreaches. Feel free to contact me @ email. above if
 you have any comments/questions. **Thank You!**

Comment CC-17-1

The commenter's support for the proposed project has been documented as part of the public record and considered in the decision-making process. Soundwall 322 was considered for the northbound side of I-405 between Yale Avenue and Culver Drive. Soundwall 322 is feasible and reasonable and is recommended for construction. Please see Section 2.2.7 of the IS/EA for more information about the analysis and height of Soundwall 322. The document and technical studies are also available online at <http://www.dot.ca.gov/d12/DEA/405/0K710>. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H. Soundwall 322 is proposed to be within the Caltrans ROW. The wall will not be constructed on private property (of the homeowners association). Air quality and the potential for impacts from pollutants are discussed in Section 2.2.6 of the IS/EA to the extent that current scientific information allows. A qualitative assessment of impacts was performed. Please see **Common Response – Air Quality** and **Common Response – Health Risks**.

Comments received as part of this open house will be responded to within the project final environmental document.

Please comment in writing by December 15, 2017:

EMAIL D12.405-South-Improvement-Project@dot.ca.gov

MAIL to Scott Shelley, Caltrans District 12, Division of Environmental Analysis, 1750 E 4th Street, Suite 100, Santa Ana, CA 92705

If you have questions, please contact Andrea Hamann of OCTA at
 (714) 560-5573 or Fernando Chavarria of OCTA at (714) 560-5306.



H.8.2 Court Reporter Transcripts

Line 1 of Public Comments OCTA Public Hearing

1
2
3
4
5 I-405 SOUTH IMPROVEMENT PROJECT
6 FROM I-5 TO SR-55
7 PUBLIC HEARING COMMENTS
8 IRVINE, CALIFORNIA
9 DECEMBER 5, 2017
10 5:00 PM TO 8:00 PM
11
12
13
14
15
16
17
18
19
20
21
22 Reported by:
23 Cynthia J. Vega
24 RMR, CSR 6640, CCRR 95
25 Job No. 10038223

www.aplusCR.com Page 1

Line 1 of Public Comments OCTA Public Hearing

1 FRANK MCGILL
2
3 I am Frank McGill. 1 Oak Tree Lane, Irvine,
4 California 92612. I am a retired urban planner and have
5 lived in Irvine for 40 years.
6 During that time I have witnessed many freeways
7 being constructed, lengthened and widened. In every
8 case, it was stated that congestion would be lessened.
9 In the short term, maybe it happened, but never in the
10 long term.
11 That is because Orange County is a great place
12 to live and work; at least today, but maybe not tomorrow
13 if we are not careful.
14 We all love our cars. If it is more convenient
15 to drive than another alternative, that is what we will
16 do. Since freeways are a blight on the environment, we
17 should seek alternatives to private cars on freeways
18 that are more environmentally friendly.
19 We have enough freeways. We are spoiling the
20 nest by continuing to accommodate the private
21 automobile. Regardless of the number of freeways we
22 build, lengthen or widen, they will over time become
23 congested. It is well over time to focus on
24 alternatives. Do not widen the 405.
25 * * * * *

www.aplusCR.com Page 2

TR-1

Line 1 of Public Comments	OCTA Public Hearing
1	CARL and LAVON MARIZ
2	
3	Carl and Lavon Mariz, 25 Acacia Tree Lane,
4	Irvine, 92612.
5	Opposition to the 405 freeway widening.
6	We have been Southern California residents
7	since 1968 and Irvine residents since 1979, with time
8	out for foreign travel and residence because of Carl's
9	work. In all, Carl spent about seven years outside the
10	U.S. on foreign assignments and Lavon was with him for
11	more than five of those years.
12	We have seen how other countries handle their
13	traffic problems and are appalled at the amount of urban
14	sprawl generated by California's excessive reliance on
15	private automobiles for more than 90 percent of
16	individual traffic trips.
17	In Europe and Japan where we have lived for
18	several years, we enjoyed the use of the extensive
19	public transportation systems available in those
20	countries. Now a failed transportation method will be
21	further expanded at hundreds of millions of dollars'
22	cost with no real benefit other than generating more
23	traffic, more sprawl, and more pollution because of the
24	continued promotion of auto travel.
25	All spending on new widening or new freeways

www.aplusCR.com

Page 3

TR-2

Line 1 of Public Comments	OCTA Public Hearing
1	must cease immediately. This use of automobiles for all
2	trips must cease. Instead, our limited tax dollars must
3	be spent on public transportation, be it more buses, new
4	routes and new high-speed systems with their own
5	rights-of-way. The time is long past when we can solve
6	our transportation problems with more freeways. Urban
7	sprawl is a serious problem when we today again see the
8	disastrous fires and damage occurring as more and more
9	housing is forced into vulnerable areas loaded with
10	flammable brush just waiting to burn and destroy
11	surrounding housing.
12	Please hear our plea. No more new or expanded
13	freeways, no more urban sprawl. Build new tracts around
14	transportation centers that can be accessed by walking
15	or local buses and can take travelers where they need to
16	go and where, at the other end, they will have access to
17	adequate local public transportation. Los Angeles is
18	finally heading in that direction and now so should
19	Irvine and all of Orange County.
20	* * * * *
21	
22	
23	
24	
25	

www.aplusCR.com

Page 4

TR-2
Cont.

Line 1 of Public Comments OCTA Public Hearing

1 FRANCES COLLATO

2

3 My name is Frances Collato. Email is

4 2642Fran@gmail.com. I live at 26 Rockrose.

5 My house backs the freeway. I lived there

6 since 1978. And the freeway noise has gotten louder and

7 louder. I cannot use my backyard because of the noise.

8 So I use the rest of the house. And the backyard is

9 just to look pretty when I look out the window.

10 If I put anything out there, it turns black. I

11 put a yellow umbrella on a white table, the white table

12 is black. The yellow umbrella, within a year and a

13 half, is black from the freeway.

14 I never had problems with my lungs, but over

15 the years I developed COPD. And then my daughter, as an

16 adult -- she was 9 years old when we moved in the

17 house -- she has asthma. And she never had a problem

18 with that before.

19 They're proposing not putting a wall there.

20 They added an on-ramp going southbound. That's

21 practically in our backyards. And now they're going to

22 add another lane, but they're not going to increase the

23 height of the wall. The wall is going to remain 6 and a

24 half feet. So I feel that if they're going to do all

25 that, they should increase the height of the wall.

www.aptusCR.com Page 5

TR-3

Line 1 of Public Comments OCTA Public Hearing

1 As far as I'm concerned, there should have been

2 a slow-growth policy and we should not have built a

3 freeway so close to houses. There has been research

4 that shows children living within 20 miles of a freeway

5 are more prone to asthma than those living further away.

6 So when you're living yards away from the freeway, you

7 know you're going to have health problems.

8 That's my comment.

9 * * * * *

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

www.aptusCR.com Page 6

TR-3
Cont.

Line 1 of Public Comments	OCTA Public Hearing	
1	MIKE BRUNS	
2		
3	My name is Mike Bruns. I live in Newport	
4	Beach. (714) 496-1919. Email BrunsMike@yahoo.com.	
5	I'm for Alternative 3. And this only has to do	} TR-4
6	with that part of the freeway. I'm for Alternative 3.	
7	I think it by far outweighs the other two. That's all.	
8	* * * * *	
9		
10		
11		
12		
13		
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		

www.apetusCR.com

Page 7

Line 1 of Public Comments	OCTA Public Hearing	
1	FRED KLEIN	
2		
3	My name is Fred Klein. Email is	
4	FKlein4444@yahoo.com. Address, 48 Racing Wind, Irvine,	
5	92614. (949) 786-9913.	
6	Comments. They sort of tried to make me	
7	believe that this is being paid for by Measure M, but I	} TR-5
8	feel it is going to have to go beyond Measure M and	
9	matching funds from the government. So I think it will	
10	have to be -- I think this is going to be another	
11	referendum required.	
12	I asked them about this being toll lanes when	
13	they say general purpose. They're assuring me they are	
14	not, but I would like more assurance that general	
15	purpose isn't going to be forced into toll lanes.	
16	They claim they're going to do inside shoulder	} TR-6
17	to add more lanes without doing much work, but I have my	
18	doubts about that.	
19	I was asking them how long this was going to	
20	take, and I was getting hem-and-haw answers from them,	
21	but they're essentially saying three and a half years	} TR-7
22	and they won't start until 2025. I would like that	
23	confirmed. So I will probably move out of the state by	
24	then.	
25	And I'd like to know what the difference is	

www.apetusCR.com

Page 8

Line 1 of Public Comments	OCTA Public Hearing	
1	between OCTA and Caltrans because I have bad experiences	} TR-8
2	with Caltrans. OCTA is basically trying to tell me	
3	that, oh, we won't take up any lanes to build this. And	
4	they don't want to believe me, but I see every time a	
5	project that's adding a lane, you have to take away a	
6	lane just to put the trucks, the backhoes and the people	
7	to build the new lane, but they don't want to believe	
8	it. That's pretty much it.	
9	One other thing would be -- this is just	} TR-9
10	rumor -- that especially in this county, because it's	
11	the only Republican county in the whole state because	
12	Brown has a super majority, we're afraid that because he	
13	signed the 2020 air quality standards, that he's going	
14	to have to do something drastic to meet that. By	
15	drastic, either -- we can't all buy electric cars, but	
16	if you can't, then restrict the mileage you can do for	
17	nonelectric cars or hybrid cars or increase the gas tax	
18	on people who use gas. That's all my concern.	
19	* * * * *	
20		
21		
22		
23		
24		
25		

Page 9

www.apetusCR.com

Line 1 of Public Comments	OCTA Public Hearing	
1	FLORIN TIRU	} TR-10
2		
3	Florin Tiru. I am with the Terrace Community	
4	Association. I live at 6 Camphor North, Irvine, 92612.	
5	This is in regard with the proposed wall	
6	number 255. The proposal does not take into	
7	consideration my street. It starts from the next one.	
8	And I'd like Caltrans to revise that as the noise level	
9	easily exceeds 70 decibels. Caltrans measured it four	
10	years ago and came up with 67.3, but I've been measuring	
11	it myself since. I have a digital sound recorder. It	
12	is 70, normal traffic. It exceeds 100 when a motorbike	
13	with no muffler passes, which is more than a couple of	
14	times a day. That's it.	
15	* * * * *	
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		

Page 10

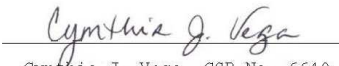
www.apetusCR.com

Line 1 of Public Comments	OCTA Public Hearing
1	JOHN LOPER
2	
3	My name is John Loper. Email is
4	JLoper@USC.edu. Address is 6789 Quail Hill Parkway,
5	Number 212, Irvine, California 92603. (949) 854-4443.
6	And so my comments are: I support Alternative
7	Number 3 adding the two full lanes. And I support going
8	forward with this project and approving the
9	environmental review and approving the plans.
10	My support for the plan 3 is because it reduces
11	the highest traffic flow and provides the most lanes in
12	the project, which means that we will have reduced the
13	environmental impacts, instead of adding one lane now
14	and one lane in ten years and having two sets of
15	five-year construction periods. We can reduce the
16	environmental impacts by doing all the construction at
17	once, besides saving money. And I believe Alternative 3
18	is the best of the three alternatives.
19	I support the sound wall designs and the
20	additional ramp improvements that are proposed as part
21	of the project. And I think the environmental review
22	and the feasibility study should be approved as soon as
23	possible. That's it.
24	* * * * *
25	

TR-11

Page 11

www.aplusCR.com

Line 1 of Public Comments	OCTA Public Hearing
1	
2	
3	REPORTER'S CERTIFICATE
4	
5	I, Cynthia J. Vega, a Certified Shorthand
6	Reporter for the State of California, do hereby certify
7	that the above-referenced proceedings were reported by
8	me on Tuesday, December 5, 2017, at 1 Beech Tree Lane,
9	Irvine, California; were taken by me stenographically
10	and were transcribed through computerized transcription
11	under my direction, and the foregoing is a true and
12	correct record of the proceedings taken at that time.
13	
14	IN WITNESS WHEREOF, I have subscribed my name
15	this 15th day of December, 2017.
16	
17	
18	
19	
20	
21	
22	
23	
24	
25	Cynthia J. Vega, CSR No. 6640

Page 12

www.aplusCR.com

Line 2 of Public Comments	OCTA Public Hearing
1	
2	
3	
4	
5	I-405 SOUTH IMPROVEMENT PROJECT
6	FROM I-5 TO SR-55
7	PUBLIC HEARING COMMENTS
8	IRVINE, CALIFORNIA
9	DECEMBER 5, 2017
10	5:00 PM TO 8:00 PM
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	
22	Reported by:
23	Michele Watson
24	CSR No. 8359
25	Job No. 10038224

Page 1

www.aplusCR.com

Line 2 of Public Comments	OCTA Public Hearing
1	CAROLYN INMON
2	
3	My name is Carolyn Inmon and I am President of
4	the Village Park Community Association.
5	Our residents are seriously concerned that
6	Segment 4 (along the southbound side of the 405 between
7	Culver Drive and University/Jeffrey) is being widened.
8	This will increase the noise in VPCA & all of
9	University Park, Irvine's first village. The projections
10	bring the noise levels up to and above the maximum
11	consideration of the health of residents.
12	Authors report that many locations along the
13	entire length of the southbound side of segment 4 will
14	approach or exceed noise abatement criteria (known as
15	NAC). Although there are several existing sound walls
16	within Segment 4, predicted future peak-hour traffic
17	noise would approach or exceed the NAC at many locations.
18	My husband, John Inmon, was principal of Rancho
19	San Joaquin Middle School and I am a retired IUSD
20	teacher. We are especially concerned that the track and
21	field and playing field area of this school would also
22	exceed the NAC for Activity Category C.
23	My daughter went to Rancho but more importantly
24	my grandson, Bodie, and my granddaughter, Shannon, will
25	go there. Exceeding the NAC is unacceptable for the

Page 2

www.aplusCR.com

TR-12

Line 2 of Public Comments	OCTA Public Hearing
1	health of all the children.
2	In the Noise Abatement Decision Report, the
3	proposal is to only add noise abatement to a small length
4	of the freeway Segment 4 (the southbound side of the
5	University Drive off-ramp for 660 feet.)
6	Current plans for noise abatement will not
7	adequately reduce increased noise levels. If you must
8	widen the freeway, then you must include noise abatement
9	along the entire length of the southbound Segment 4.
10	*****
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	
22	
23	
24	
25	

www.apusCR.com

Page 3

TR-12
Cont.

Line 2 of Public Comments	OCTA Public Hearing
1	DONNA ARBES
2	
3	My name is Donna Arbes. My cell phone number is
4	(949) 294-7924. My address is 13 Angell, Irvine, 92612.
5	I am particularly concerned about a sound wall
6	that is definitely needed on the southbound 405 and
7	Culver southbound on the 405. There is one section where
8	there is only cyclone fencing. All vegetation has been
9	taken out. There is a swimming pool and greenbelt there
10	that can no longer be used because of the noise and dirt
11	and people looking at the girls in their bathing suits on
12	the deck. It's totally wide open and there is a real
13	need for a sound wall in that section.
14	*****
15	
16	
17	
18	
19	
20	
21	
22	
23	
24	
25	

www.apusCR.com

Page 4

TR-13

Line 2 of Public Comments OCTA Public Hearing

1 JOANNE TATHAM

2

3 My name is Joanne Tatham. My address is 54

4 Seton Road, Irvine 924612. What I am most interested in

5 is noise and property value. I am about a block from the

6 freeway and it says here that we don't qualify for noise,

7 which is absurd. I have been here about 45 years I was

8 the second owner of this home.

9 I used to be able to pretend it was the ocean,

10 the noise. I can't even sit in the backyard anymore. We

11 used to have dinner out there. People would say, "Oh, is

12 that the ocean?"

13 "No. That's the freeway."

14 Now we will can't even sit out there. And for

15 them to say it doesn't qualify is absurd. So I am really

16 interested in having them rethink that area between

17 Culver and Jeffrey. It's just a yellow line to be a red

18 one. They should build that wall higher. I am going to

19 see if I can get some people. One of the problems is

20 that with the noise, the property value goes down so

21 people buy the homes and rent them out and they don't

22 care about the noise. So I am hoping some renters will

23 make comments, but they probably won't show up because

24 it's not their house.

25 I think it's unfair for people not to care about

www.aptusCR.com Page 5

TR-14

Line 2 of Public Comments OCTA Public Hearing

1 the homes that they already have. But they are not going

2 to take the time to come down here. They have moved on.

3 *****

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

www.aptusCR.com Page 6

TR-14
Cont.

Line 2 of Public Comments	OCTA Public Hearing	
1	HOSSAIN MANSOURI	
2		
3	My name is Hossain Mansouri. My e-mail address	
4	is abdul_mansouri@yahoo.com. I am a construction	
5	manager. My organization is Psomas. My phone number	
6	(949) 394-8284. I live at 16 Anseewood Way, Irvine,	
7	92612. It's the other side of this park.	
8	Traffic is my interest right now. We have noise	
9	right now, so it's probably going to be more, but I hear	
10	they are going to have a sound wall. My comment for this	
11	project is starting the construction 2026 is too late.	
12	You already have so much congestion on the 405 in this	
13	area, especially in the morning and in the afternoon	
14	during rush hour. Traffic is bad.	TR-15
15	The sooner they start this project the better	
16	traffic will get. I think it will help the economy as	
17	well because goods can move along faster and people will	
18	be happy because they don't waste time in traffic on the	
19	freeway. That's it.	
20	*****	
21		
22		
23		
24		
25		

Page 7

www.aplusCR.com

Line 2 of Public Comments	OCTA Public Hearing	
1	SUSAN SAYRE	
2		
3	My name is Susan Sayre. I live in Irvine. My	
4	e-mail is s.sayre@cox.net. I live at 58 Echo Run,	
5	Irvine, 92614 I am for Option 1, which is do nothing.	
6	I have lived in Irvine since 1981. I live in Woodbridge	
7	Village in an area that is located adjacent to the 405	
8	Freeway. The traffic on the 405 South Freeway has become	
9	horrific seven days a week during most of the day	
10	afternoon and evening, not just during rush hour on	
11	weekdays.	
12	I, along with many other drivers, have had to	
13	leave the freeway and travel city streets on many	
14	occasions. Thus adversely affecting traffic flow on city	TR-16
15	streets. Uncontrolled development of Irvine and the	
16	rest of South Orange County is the cause of the traffic	
17	congestion. Increasing traffic noise and exhaust	
18	pollution is a burden to Irvine residents living adjacent	
19	to the freeway. I had to install dual pane windows and	
20	doors at considerable expense to deal with this problem.	
21	I am in favor of Build Option No. 1. Adding one	
22	or two lanes is not going to be a remedy of any	
23	significance with regards to traffic congestion,	
24	especially if continued development of the area is	
25	allowed and if the HOV lane becomes a toll lane.	

Page 8

www.aplusCR.com

Line 2 of Public Comments	OCTA Public Hearing
1 I am opposed to taxpayers paying for both	
2 Option 2 and 3. I am also opposed to toll lanes. The	
3 developers that are building the housing and business	
4 complexes should be paying for the increased	
5 infrastructure needs created by their project by means of	
6 assessed developer infrastructure fees.	
7 I come tonight with 3 clarifying questions:	
8 First, does the I 405 OCTA plan include turning the HOV	
9 carpool lanes into toll lanes? Your documents state that	
10 one of the alternative project plans is to put in	
11 general-purpose lanes in each direction; however, I was	
12 informed at a County of Orange meeting that I attended	
13 that the OCTA plan is for the HOV carpool lanes to	
14 become toll lanes.	
15 If the HOV lanes become toll lanes, through	
16 traffic on the general purpose lanes would increase, even	
17 with the additional lanes created by this project as	
18 motorists passing through and people opposed to toll	
19 lanes would not use the toll lanes. All freeway lanes	
20 should be open and free of cost to all who are using the	
21 freeway.	
22 Secondly, would you please clarify how the	
23 proposed project would affect the use of the freeway	
24 exit/on ramps in the construction area? It was also	
25 reported at the meeting that I attended that the OCTA	

www.aplusCR.com

Page 9

TR-16
Cont.

Line 2 of Public Comments	OCTA Public Hearing
1 plan for the project would entail construction work on	
2 more than one exit/onramp to the freeway at the same	
3 time, thus decreasing or eliminating traffic on multiple	
4 ramps.	
5 The ramps are currently very crowded. And	
6 reducing the traffic flow on multiple ramps at the same	
7 time until 2030 or 2031, the proposed end date of the	
8 project, would be an undue burden for people trying to	
9 enter or exit the freeway to reach their destination and	
10 would likely adversely impact the traffic on city	
11 streets.	
12 Thirdly, your documents state that the OCTA	
13 project will not adversely affect the environment.	
14 Would you please clarify where you would place the extra	
15 lanes so that they would not adversely affect the	
16 properties that are currently located adjacent to the	
17 freeway?	
18 In my opinion, locating the lanes closer to	
19 adjacent properties would expose the adjacent properties	
20 to increased noise and exhaust fume pollution, thereby	
21 adversely affecting the environment. Building taller	
22 sound walls are not going to make all that much	
23 difference.	
24 *****	
25	

www.aplusCR.com

Page 10

TR-16
Cont.

Line 2 of Public Comments	OCTA Public Hearing
1	KERRY LYNN BERLIN
2	
3	My name is Kerry Lynn Berlin. I live in Terrace
4	Homeowner's Association, Terrace Community in Irvine.
5	E-mail is kerryb444@gmail.com. My phone number is
6	(949) 679-6108. My address is 6 Carob. I am most
7	interested in the noise. We have been, as an
8	association, pursuing extension or continuation of our
9	sound wall for the last decade. We had meetings at one
10	point with Caltrans and the City of Irvine. We were told
11	that although we likely were surpassing noise levels,
12	there wasn't funding at that point to do the sound wall
13	and there didn't seem to be a resolution on who was
14	responsible to take care of it.
15	This notice that we got is a very welcome notice
16	to us. We are hoping that the study goes through and we
17	get approval and construction as soon as possible. Our
18	house is proposed sound wall 255. And we are the most
19	impacted by the lack of the sound wall. The existing
20	sound wall cuts off at our street. So we have the worst
21	situation in the community.
22	*****
23	
24	
25	

Page 11

www.aplusCR.com

TR-17

Line 2 of Public Comments	OCTA Public Hearing
1	MO FATEHI
2	
3	My name is Mo Fatehi. E-mail address is
4	drfatehi@gmail.com. Phone number is (714) 642-1853. My
5	concerns are noise pollution and also pollution. That's
6	the one with the dust coming from the rubbers and
7	gasoline and all those things from the freeway, because
8	we are very close to the freeway, north of Michaelson,
9	south of 405 and between Culver and Jeffrey.
10	So my big complaint is that as it is right now,
11	I am very bothered by noise level. I just request that
12	we quantitatively measure my house, my property, the
13	amount of noise level. And even as it is right now, I am
14	very much affected. And I am predicting once the highway
15	expansion is completed, it would be unbearable and
16	unlivable as far as noise is concerned, plus the other
17	pollution.
18	*****
19	
20	
21	
22	
23	
24	
25	

Page 12

www.aplusCR.com

TR-18

Response to Frank McGill

Line 2 of Public Comments OCTA Public Hearing

REPORTER'S CERTIFICATE

I, Michele Watson, a Certified Shorthand Reporter for the State of California, do hereby certify that the above-referenced proceedings were reported by me on Tuesday, December 5, 2017, at 1 Beech Tree Lane, Irvine, California; were taken by me stenographically and were transcribed through computerized transcription under my direction, and the foregoing is a true and correct record of the proceedings taken at that time.

IN WITNESS WHEREOF, I have subscribed my name this 15th day of December, 2017.



MICHELE WATSON, CSR NO. 8359

www.apusCR.com

Page 13

Response to Comment TR-1

The commenter's opposition to the project and statements regarding the proposed project's lack of traffic benefits for the long term have been documented as part of the public record and considered in the decision-making process. As shown in Section 2.1.6.3 of the IS/EA, the build alternatives are justified in terms of traffic needs. The build alternatives would provide overall positive impacts (i.e., reduce traffic delays during peak hours) along I-405.

Response to Carl and Lavon Mariz**Response to Comment TR-2**

The commenter's opposition to the project and statements regarding the expansion and improvement of a light rail in place of a build alternative for the proposed project have been documented for the public record. In Section 1.4.4 of the IS/EA, TSM encourages "multimodal alternatives integrate multiple forms of transportation modes, such as pedestrian, bicycle, automobile, rail, and transit." However, implementing TSM and TDM measures alone could not satisfy the purpose and need for the project.

Response to Frances Collato**Response to Comment TR-3**

Soundwall 311 was considered for the southbound side of I-405 between Jeffrey Road and Culver Drive. Soundwall 311 is not reasonable because the wall would not achieve the design goal of at least 7.0 dB of noise reduction at one or more benefited receptors. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section

H.2.4, Common Response – Noise/Noise Analysis, of Appendix H. Air quality and the potential for impacts from pollutants are discussed in Section 2.2.6 of the IS/EA to the extent that current scientific information allows. A qualitative assessment of impacts was performed. Please see *Common Response – Air Quality* and *Common Response – Health Risks*.

Response to Mike Bruns

Response to Comment TR-4

The commenter's support for the proposed project and support of Alternative 3 have been documented as part of the public record and considered in the decision-making process.

Response to Fred Klein

Response to Comment TR-5

OCTA is currently seeking additional funding sources to support project implementation. It is anticipated that funding of the proposed project will require a combination of State, federal, and local funding sources.

This project is not proposing any toll roads.

Response to Comment TR-6

As shown in the Project Plans in Appendix G of the IS/EA, the project proposes pavement widening and most of the widening will occur in the median.

Response to Comment TR-7

As reported in Section 1.1 of the IS/EA, the project is anticipated to be constructed between 2025 and 2029 with an opening year of 2030.

Response to Comment TR-8

Based on preliminary stage construction plans developed for the project, it is anticipated that all existing ramps and lanes will be maintained except for intermittent short-term night-time closures for lane shifts.

Response to Comment TR-9

As reported in Section 2.2.6 of the IS/EA, the Federal Clean Air Act (FCAA), as amended, is the primary federal law that governs air quality, while the California Clean Air Act (CCAA) is its companion State law. These laws, and related regulations by EPA and ARB, set standards for the concentration of pollutants in the air and are the primary agencies responsible for actions to protect public health from the harmful effects of air pollution.

Response to Florin Tiru

Response to Comment TR-10

Soundwalls 255, 271, and 311 were considered for the southbound side of I-405 between Jeffrey Road and Culver Drive. Soundwall 255 is feasible and reasonable and is recommended for construction. Soundwalls 271 and 311 are not reasonable because the walls would not achieve the design goal of at least 7.0 dB of noise reduction at one or more benefited receptors. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H.

Response to John Loper**Response to Comment TR-11**

The commenter's support of the proposed project and Alternative 3 has been documented as part of the public record and considered in the decision-making process.

Response to Carolyn Inmon**Response to Comment TR-12**

Soundwalls 255, 258, 266, 271, 272, 311, and 322 were considered for the northbound and southbound sides of I-405 between Jeffrey Road and Culver Drive. Soundwalls 255 and 322 are feasible and reasonable and recommended for construction. Soundwalls 258 and 272 are feasible but not reasonable due to cost. Soundwall 266 is feasible but not reasonable based on the results of the residential viewpoint survey. Soundwalls 271 and 311 are not reasonable because the walls would not achieve the design goal of at least 7.0 dB of noise reduction at one or more benefited receptors. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H.

Response to Donna Arbes**Response to Comment TR-13**

Soundwall 311 was considered for the southbound side of I-405 between Jeffrey Road and Culver Drive. Soundwall 311 is not reasonable because the wall would not achieve the design goal of at least 7.0 dB of noise reduction at one or more benefited receptors. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with

Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis,, of Appendix H.

Response to Joanne Tatham**Response to Comment TR-14**

Soundwall 311 was considered for the southbound side of I-405 between Jeffrey Road and Culver Drive. Soundwall 311 is not reasonable because the wall would not achieve the design goal of at least 7.0 dB of noise reduction at one or more benefited receptors. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4 Common Response – Noise/Noise Analysis, of Appendix H. Regarding the project's influence on property values, please see *Common Response – Property Values*.

Response to Hossain Mansouri**Response to Comment TR-15**

The commenter's support of the proposed project and concerns that construction starting in 2026 is too late have been documented as part of the public record. This project is part of many other projects in the financially constrained regional and local planning and project delivery programs, which implement projects based on funding availability. OCTA is currently seeking additional funding sources to support project implementation. It is anticipated that funding for construction of the proposed project will require a combination of State, federal, and local funding sources, which will be available close to 2026.

Response to Susan Sayre

Response to Comment TR-16

The commenter's opposition to the proposed project has been documented as part of the public record and considered in the decision-making process.

With regards to toll lanes, this project is not proposing any tollway-related improvements. The project is proposing to add a general purpose lane in each direction of the freeway. As stated in Section 2.1.6.3 of the IS/EA, the build alternatives are justified in terms of traffic needs. The build alternatives would provide overall positive impacts and address the purpose of the project which, as explained in Section 1.2 of the IS/EA, is to address the forecasted local and regional traffic demand, which is expected to increase almost 15 percent.

Section 2.1.6.3 of the IS/EA also discusses the impact of the build alternatives on the local streets, and there are no significant impacts identified to the local streets and intersections.

Based on preliminary stage construction plans developed for the project, it is anticipated that all existing ramps and lanes will be maintained except for intermittent short-term night-time closures for lane shifts. As shown in the Project Plans in Appendix G of the IS/EA, the project proposes pavement widening and most of the widening will occur in the median.

Soundwall 322 was considered for the northbound side of I-405 between Yale Avenue and Culver Drive. Soundwall 322 is feasible and reasonable and is recommended for construction. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic

Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H. For the comments regarding exhaust pollution, please see ***Common Response – Health Risks***.

Response to Kerry Lynn Berlin

Response to Comment TR-17

The commenter's support of Soundwall 255 has been documented for the public record. Soundwall 255 is feasible and reasonable and is recommended for construction.

Response to Mo Fatehi

Response to Comment TR-18

Soundwalls 255, 258, 266, 271, 272, 311, and 322 were considered for the northbound and southbound sides of I-405 between Jeffrey Road and Culver Drive. Soundwalls 255 and 322 are feasible and reasonable and recommended for construction. Soundwalls 258 and 272 are feasible but not reasonable due to cost. Soundwall 266 is feasible but not reasonable based on the results of the residential viewpoint survey. Soundwalls 271 and 311 are not reasonable because the walls would not achieve the design goal of at least 7.0 dB of noise reduction at one or more benefited receptors. Please see Section 2.2.7 of the IS/EA for more information. Soundwalls are analyzed and recommended in accordance with Caltrans' Traffic Noise Analysis Protocol as discussed in Section H.2.4, Common Response – Noise/Noise Analysis, of Appendix H. Air quality and the potential for impacts from pollutants are discussed in Section 2.2.6 of the IS/EA to the extent that current scientific information allows. A qualitative assessment of impacts was performed. Please see ***Common Response – Air Quality*** and ***Common Response – Health Risks***.

This page intentionally left blank.